Saskatchewan
Highways and
Transportation

1988 Saskatchewan Traffic Accident Facts

SAVE LIVES

Quick Facts 1988

	10 Year Total 1979-88	1987	1988	% Change 87 to 88
Property damage only accidents	321,455	27,884	27,890	0.0
Personal injury accidents	57,865	6,156	5,975	-2.9
Fatal accidents	1,947	193	160	-17.1
Total reported accidents	381,267	34,233	34,025	-0.6
Estimated property damage	740,336,379	89,280,986	92,962,226	+4.1
Number of deaths	2,408	236	200	-15.3
Number of persons injured	86,476	9,135	8,740	-4.3
Provincial highway accidents	55,036	5,150	5,370	+4.3
Rural road accidents	46,215	4,180	4,157	-0.6
Urban street accidents	268,489	24,341	23,918	-1.7
Other locations	11,527	562	580	+3.2
	1979	**1987**	**1988**	**% Change 87 to 88**
Provincial travel (million veh. km)*	9154	10,790	11,046 ****	+2.4
Registered vehicles**	624,478	738,682	728,698	-1.4
Licensed vehicle operators**	591,337	651,609	647,445	-0.6
Saskatchewan population***	957,000	1,022,000	1,011,200	-1.1
Accidents per million veh. km	5.19	3.17	3.10	-0.9
Fatal accidents per 100 million veh. km	2.5	1.8	1.4	-22.2
Accidents per 100 licensed operators	8.03	5.25	5.26	+0.2
Accidents per 100 registered vehicles	7.61	4.63	4.67	+0.9
Accidents per 100 population	5.0	3.3	3.4	+3.0

In 1988:

There was 1 traffic accident every 15 minutes.
There were 24 persons injured every day and 1 person killed every 44 hours.
70.3% of all reported accidents occurred in Urban Areas.

Source of Information:

* Saskatchewan Highways Design and Traffic Safety Branch
** Saskatchewan Government Insurance
*** Saskatchewan Bureau of Statistics
**** Preliminary Estimate

Definitions:

Provincial Highway Accident: A motor vehicle accident which occurred outside the incorporated limits of a community on a numbered provincial highway or connecting access road.

Rural Accident: A motor vehicle accident which occurred on a municipal or grid road outside the incorporated limits of a community.

Urban Accident: A motor vehicle accident which occurred on the route of a provincial highway, a street, lane or service road within the incorporated limits of a community.

Other Locations: A motor vehicle accident which occurred in an area not defined above such as in parks, Indian Reserves, northern provincial roads, timber haul roads, etc.

Private Property Accident: An accident which occurred on privately owned land such as parking lots, farm yards, private roads or driveways.

Property Damage Accident: A motor vehicle accident in which the total estimated resulting damage was $500 or more and did not result in personal injury or death.

Personal Injury Accident: A motor vehicle accident which resulted in a non-fatal injury to one or more persons.

Fatal Accident: A motor vehicle accident which resulted in death within 30 days to one or more involved persons.

1988 Fatalities Classification

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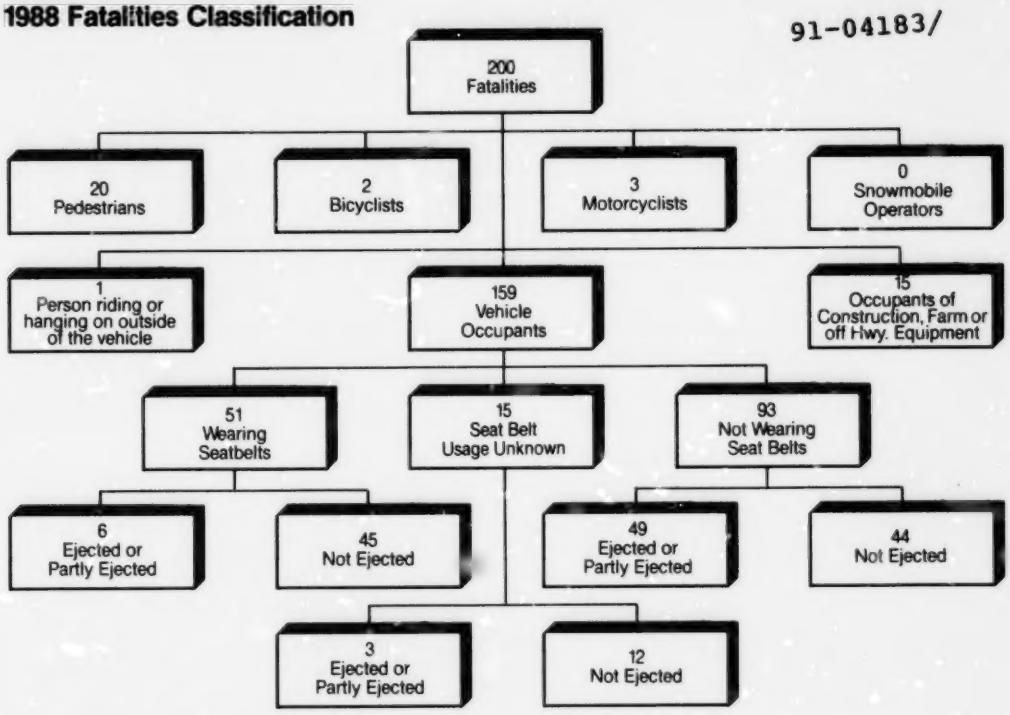
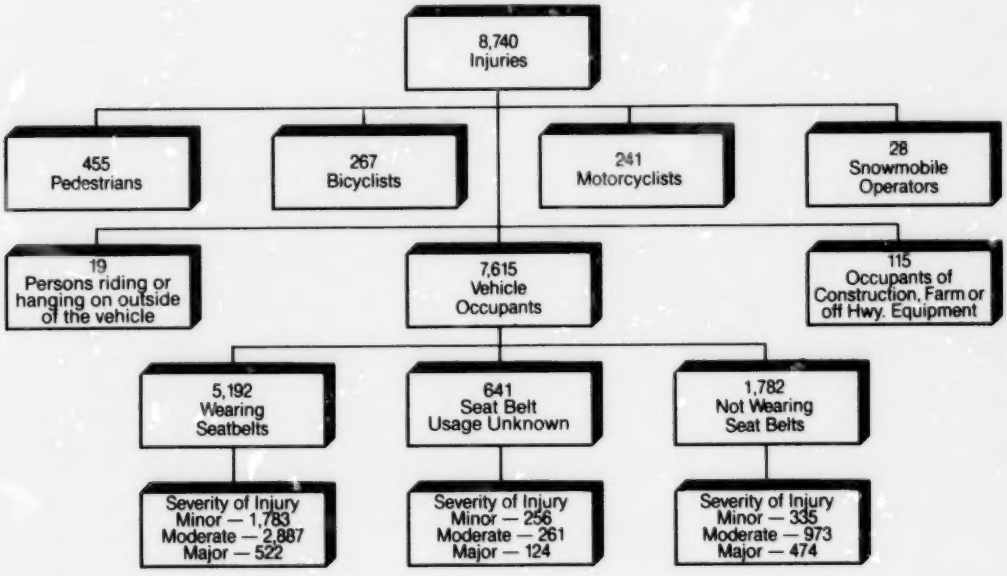


1988 Injuries Classification



Minister's Message TAIS

Increased safety for Saskatchewan motorists will not evolve on its own. It's quite the opposite. This is why a publication of this nature is of great benefit. As a research tool it helps to increase awareness of how, why, and where accidents happen.

With increased awareness the various related agencies are better able to make informed decisions as to the improvements needed to ensure the travelling public's safety. The data collected is a determining factor in whether the improvements take the shape of actual highway changes, or are better served via a driver awareness campaign.

Initiatives such as seatbelt awareness and "Lights on for Life' demonstrate that we are taking the idea of responsible driving to heart and acting on it. Our safety efforts are working, and I commend the Saskatchewan driver for helping in the process.

Reducing the number of traffic accidents must continue to be the joint responsibility of the Department of Highways and Transportation and the Saskatchewan motorist.

Hon. Grant Hodgins
Minister of Highways
and Transportation

A Decade of Progress

This report marks the 10th anniversary for the operation of the Traffic Accident Information System (TAIS) by Saskatchewan Highways and Transportation. The ideas for a comprehensive traffic accident data system began in the late 1960's and picked up momentum in the mid 1970's as a traffic safety initiative.

TAIS was based on these key principles:

- Eliminate the duplication of traffic accident data collection by various agencies and subsequently reduce total costs.
- A central data system that would be capable of analyzing all provincial traffic accidents and providing all user agencies with the information they require.
- A traffic accident information system would provide the required data to develop and monitor traffic safety programs.

From these principles, Cabinet approved funding and staffing for Saskatchewan Highways and Transportation to develop and operate a central traffic accident data system for the province.

A User's Committee developed TAIS during 1977. The programming and testing was completed in 1978. After province wide testing and training, the system was implemented on January 1, 1979.

TAIS incorporated a number of unique features and has been copied by a number of other jurisdictions. The Saskatchewan system has a good reputation, provincially and nationally as attested by the many testimonials. TAIS contains about 400,000 traffic accident records.

TAIS has been instrumental in many studies and traffic safety programs. Recent examples are highlighted in Sections 13 and 14:

- Involvement of Young Drivers in Traffic Accidents.
- Daytime Running Lights Reduce Accidents — A Two Year Fleet Experience in Saskatchewan.
- The Safety Experience of Large Trucks in Saskatchewan.

It is becoming evident that TAIS should be reviewed extensively by the users and modified to meet user needs into the 1990's. A recent user survey suggests different data needs and use of new technology to process and distribute information. TAIS will need to respond to the increasing availability of personal micro computers. It is also recognized that the full potential of TAIS is not being utilized.

While TAIS has had a successful decade, there are new challenges that lay ahead for the next decade.

These challenges must be met for the data system to be instrumental in developing and monitoring traffic safety programs that will continue to reduce death and injuries on Saskatchewan streets and highways.

A.J. Popoff
Director
Design and Traffic Safety Branch

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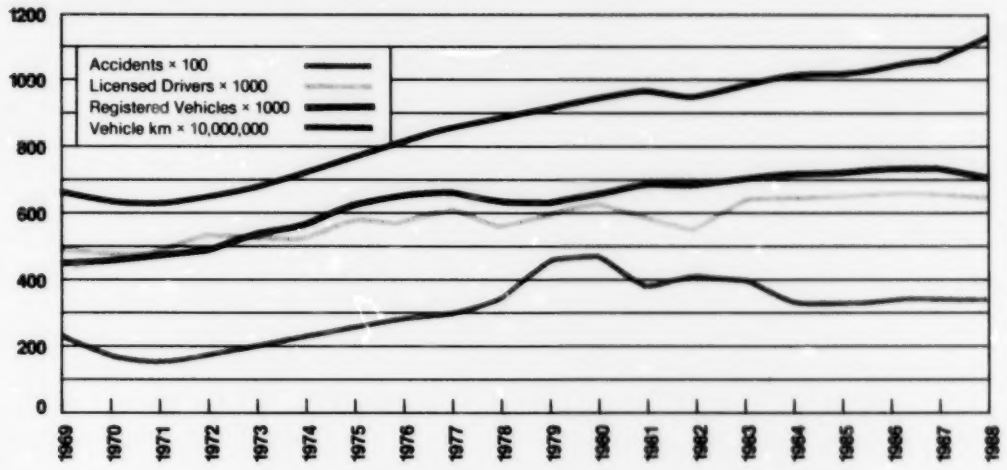
Section 1

Trends in Total Provincial Travel, Licensed Drivers, Vehicle Registrations and Accidents (1969 - 1988)

Figure 1.1

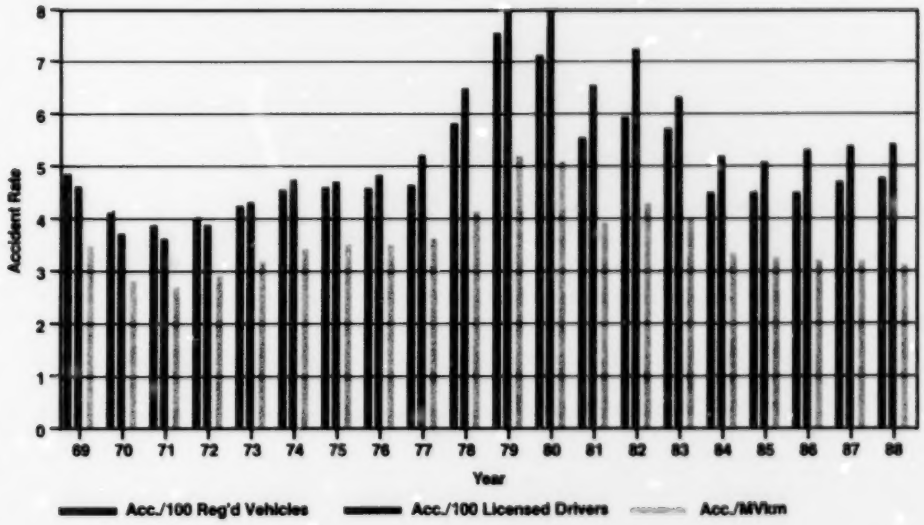


	1986	1987	1988	% Change
Registered Vehicles	735,626	738,682	728,698	-1.4
Licensed Drivers	649,989	651,609	647,445	-0.6
Million Vehicles Kilometres of Travel	10,533	10,790	11,046	+2.4
Total Accidents	**33,374**	**34,233**	**34,025**	**-0.6**

Beginning in 1981, private property accidents are not being entered in TAIS.

Trends in Provincial Accident Rates By Vehicle Registrations, Licensed Drivers & Travel (1969-1988)

Figure 1.2

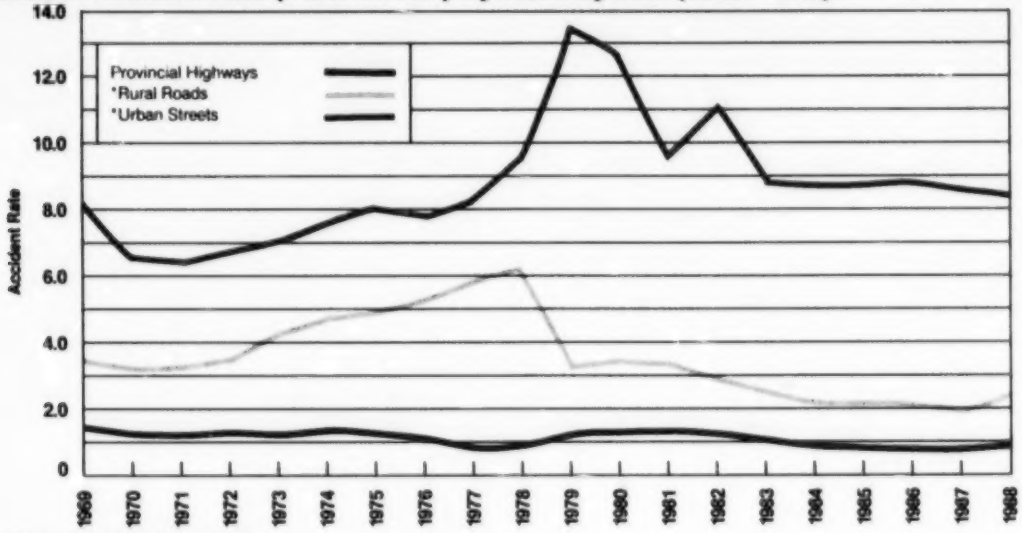


Accident Rate	1986	1987	1988	% Change
Accidents per 100 Registered Vehicles	4.54	4.63	4.67	+0.9
Accidents per 100 Licensed Drivers	5.13	5.25	5.26	+0.2
Accidents per 1,000,000 Vehicle Kilometres	3.17	3.17	3.10	-2.2

Beginning in 1981, private property accidents are not being entered in TAIS.

Trends in Accident Rate (ACC/Mv Km) By Road System (1969 - 1988)

Figure 1.3



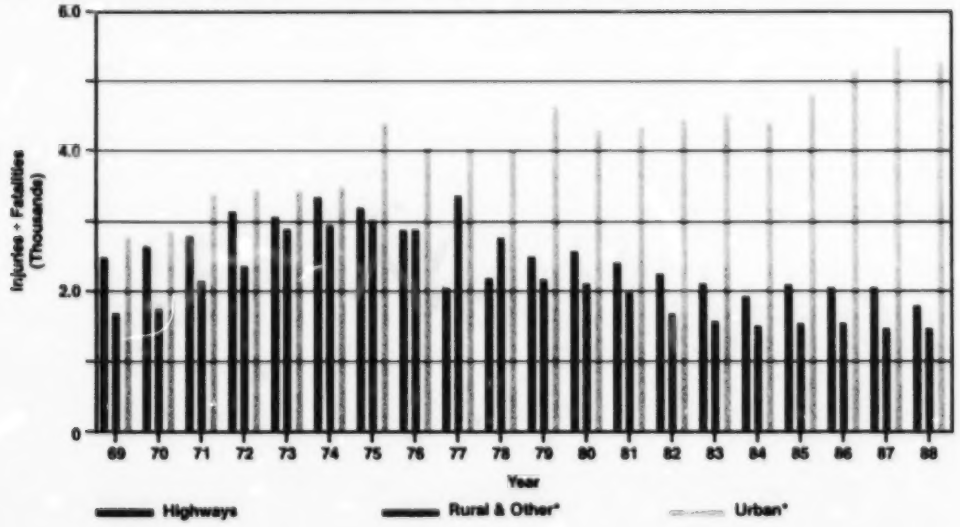
*Includes private property prior to 1981

Accident Rate (Acc/MV Km)

Road System	1986	1987	1988	% Change
Provincial Highways	0.81	0.83	0.86	+4.8
Rural Roads	2.13	2.32	2.17	-6.5
Urban Streets	8.86	8.64	8.33	-3.6
All Road Systems	**3.17**	**3.17**	**3.10**	**-2.2**

Trends in Personal Injuries & Fatalities by Road System (1969-1988)

Figure 1.4



*Includes private property prior to 1981

Number of Personal Injuries

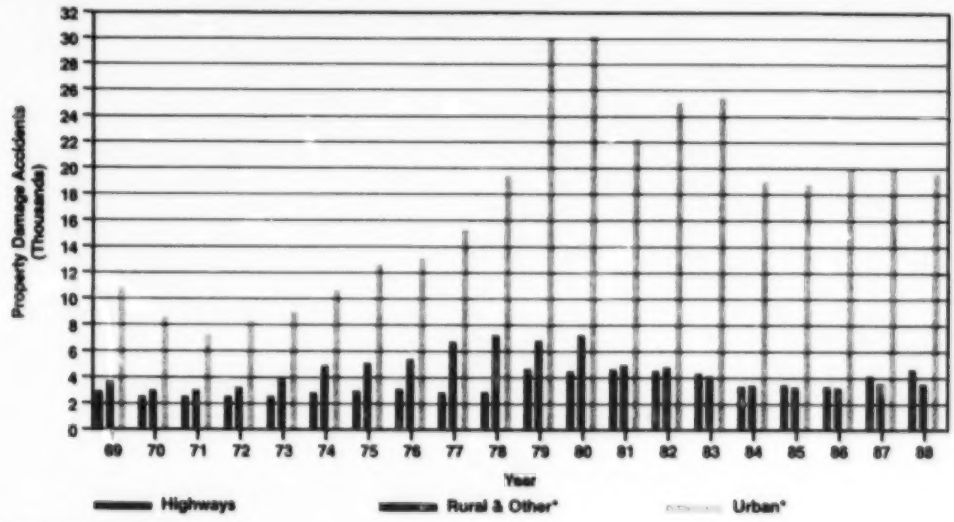
Road System	1986	1987	1988	% Change
Provincial Highways	1,883	1,888	1,782	- 5.6
Rural Roads	1,413	1,380	1,412	+ 2.3
Urban Streets	5,249	5,590	5,312	- 5.0
Other Roads	284	277	234	-15.5
Total	**8,829**	**9,135**	**8,740**	**- 4.3**

Number of Fatalities

Road System	1986	1987	1988	% Change
Provincial Highways	130	119	110	- 7.6
Rural Roads	56	49	40	-18.4
Urban Streets	42	52	38	-26.9
Other Roads	17	16	12	-25.0
Total	**245**	**236**	**200**	**-15.3**

Trends in Property Damage Accidents (1969-1988)**

Figure 1.5



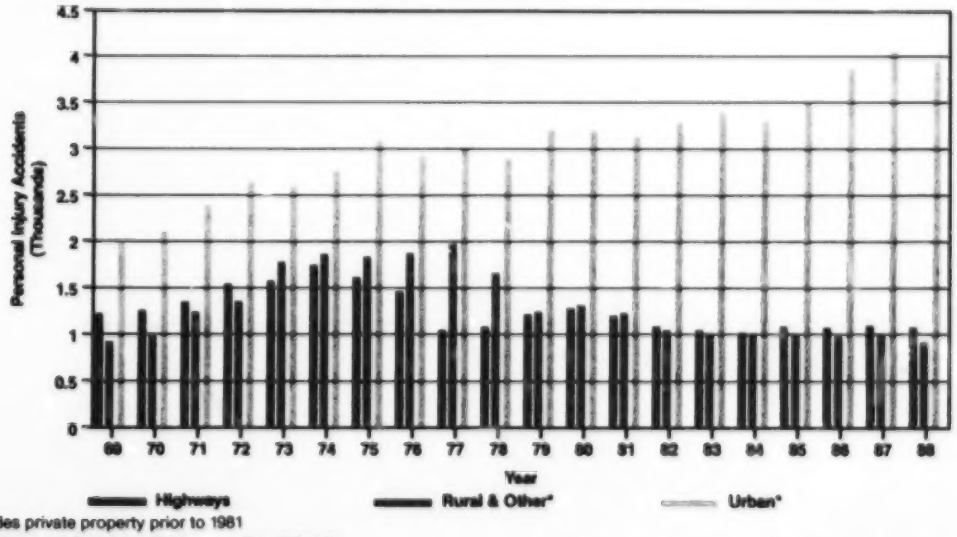
* Includes private property prior to 1981
**Reporting threshold changed from $200 to $500 in 1984

Number of Property Damage Accidents

Road System	1986	1987	1988	% Change
Provincial Highways	3,726	4,010	4,250	+6.0
Rural Roads	2,918	3,256	3,264	+0.2
Urban Streets	20,134	20,207	19,943	-1.3
Other Roads	439	411	433	+5.4
Total	**27,212**	**27,884**	**27,890**	**0**

Trends in Personal Injury Accidents (1969-1988)

Figure 1.6



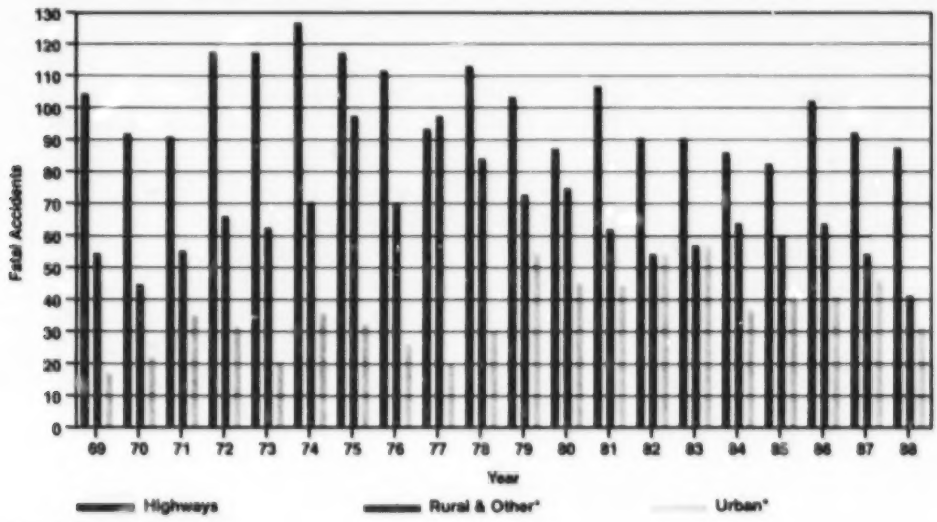
*Includes private property prior to 1981

Number of Personal Injury Accidents

Road System	1986	1987	1988	% Change
Provincial Highways	1,044	1,048	1,032	-1.5
Rural Roads	866	882	863	-2.2
Urban Streets	3,886	4,087	3,944	-3.5
Other Roads	152	139	136	-2.2
Total	**5,950**	**6,156**	**5,975**	**-2.9**

Trends in Fatal Accidents (1969-1988)

Figure 1.7



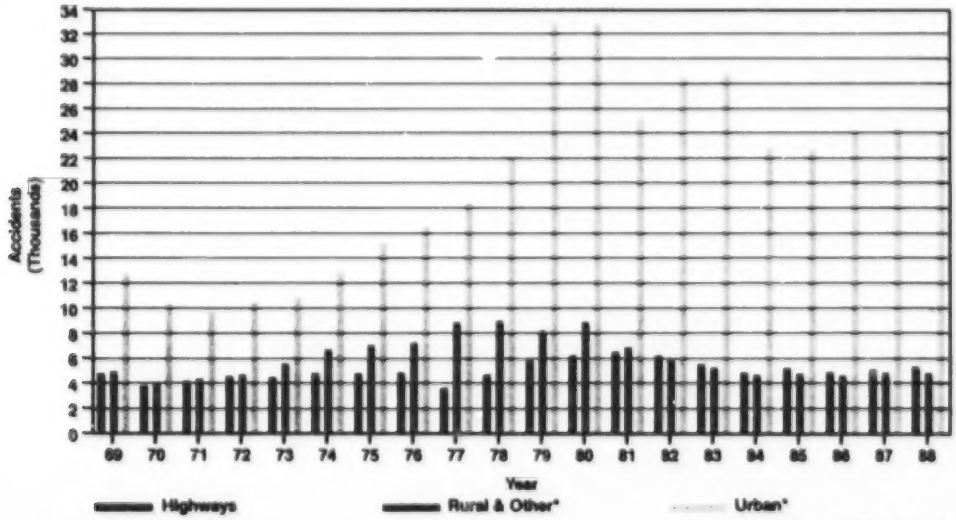
* Includes private property prior to 1981

Number of Fatal Accidents

Road System	1986	1987	1988	% Change
Provincial Highways	102	92	88	-4.3
Rural Roads	50	42	30	-28.6
Urban Streets	41	47	31	-34.0
Other Roads	14	12	11	-8.3
Total	**207**	**193**	**160**	**-17.1**

Trends in All Reported Accidents (1969-1988)

Figure 1.8



*Includes private property prior to 1981

Number of Reported Accidents

Road System	1986	1987	1988	% Change
Provincial Highways	4,872	5,150	5,370	+4.3
Rural Roads	3,834	4,180	4,157	-0.6
Urban Streets	24,063	24,341	23,918	-1.7
Other Roads	605	562	580	+3.2
Total	**33,374**	**34,233**	**34,025**	**-0.6**

1988 Accidents & Victims By Month Of Occurrence

Figure 2.1

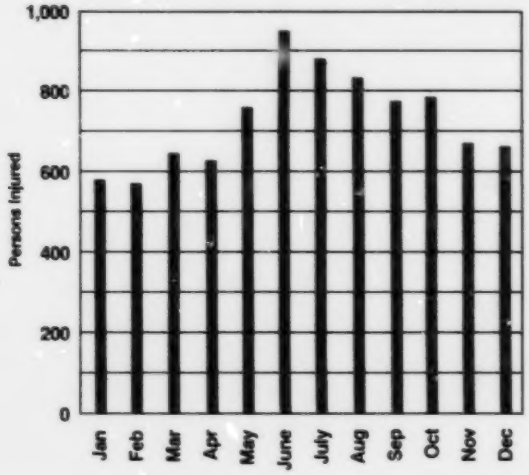


Figure 2.2

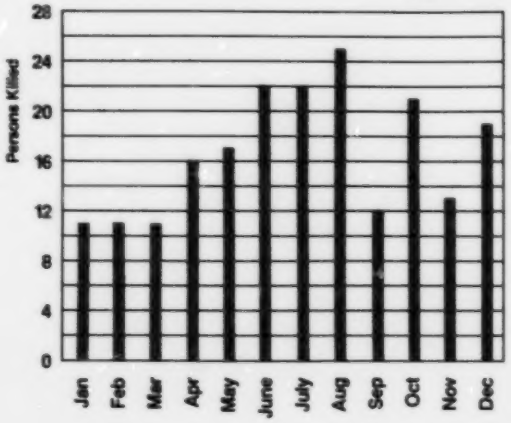
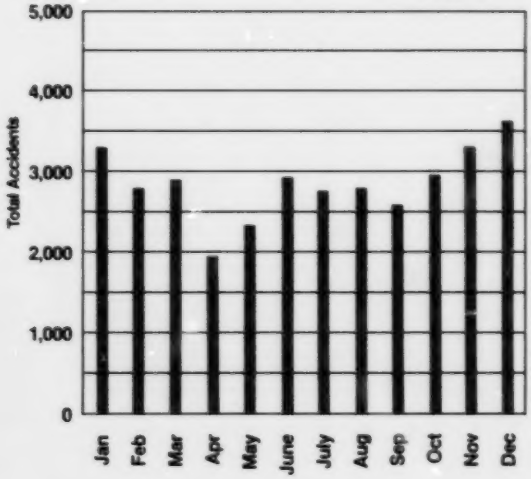


Figure 2.3



Accidents During 1988 Holiday Weekends

Holiday Weekend	Number of Accidents: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injuries	Killed
Easter, April 1 - 4 (Fri. - Mon.)	190	52	2	244	82	2
Victoria Day, May 20 - 23 (Fri. - Mon.)	255	71	3	329	128	4
Canada Day, July 1 - 4 (Fri. - Mon.)	273	71	2	346	106	3
Heritage Day, July 29 - Aug. 1 (Fri. - Mon.)	292	81	4	377	127	4
Labour Day, Sept. 2 - 5 (Fri. - Mon.)	294	77	1	372	114	1
Thanksgiving, Oct. 7 - 10 (Fri. - Mon.)	308	77	0	385	131	0
Remembrance Day, Nov. 11 - 14 (Fri. - Mon.)	520	71	1	592	99	1
Other Periods						
Safe Driving Week, Dec. 1 - 7 (Thurs. - Wed.)	728	106	2	836	141	2
Christmas Holidays, Dec. 24 - 31 (Thurs. - Wed.)	716	83	1	800	129	5

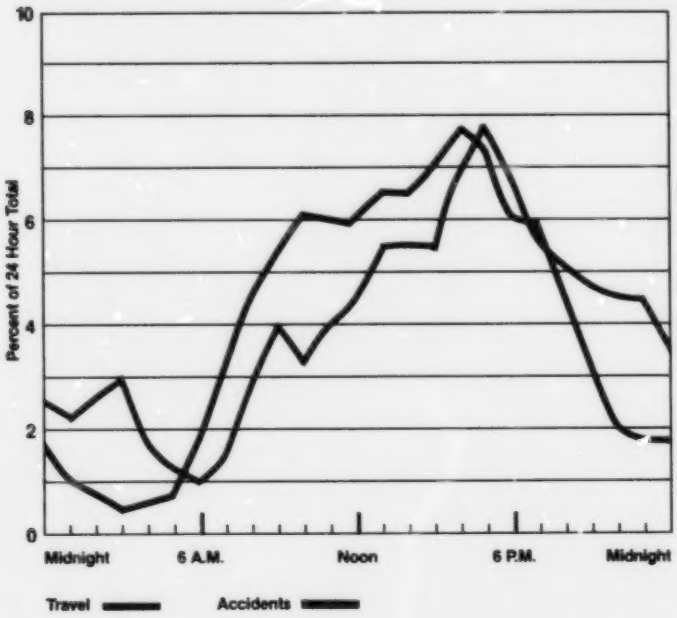
1988 Accidents by Severity And Month

Figure 2.4

Month	Number of Accidents: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
January	2,902	435	9	3,346	579	11
February	2,363	402	10	2,775	571	11
March	2,428	449	9	2,886	645	11
April	1,561	413	11	1,985	617	16
May	1,800	511	15	2,326	767	17
June	2,200	670	21	2,891	950	22
July	2,116	576	18	2,710	872	22
August	2,187	524	19	2,730	828	25
September	2,007	517	9	2,533	777	12
October	2,385	527	16	2,928	790	21
November	2,855	490	12	3,357	674	13
December	3,050	460	11	3,521	669	19
Not Stated	36	1	0	37	1	0
Total	**27,890**	**5,975**	**180**	**34,025**	**8,740**	**200**

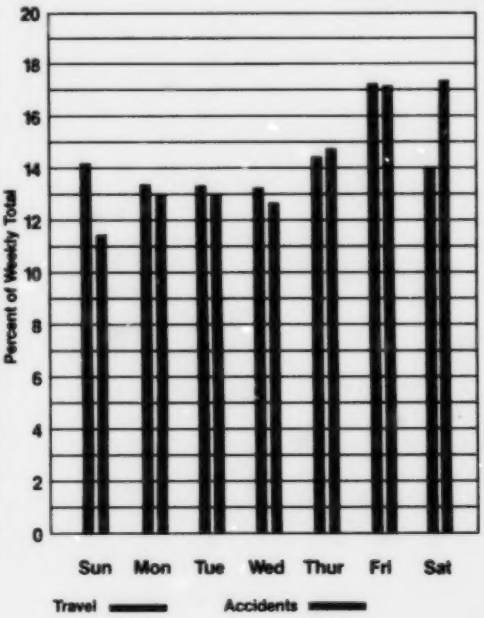
1988 Accidents and Provincial Travel by Time of Day

Figure 2.5



1988 Accidents and Provincial Travel by Day of Week

Figure 2.6



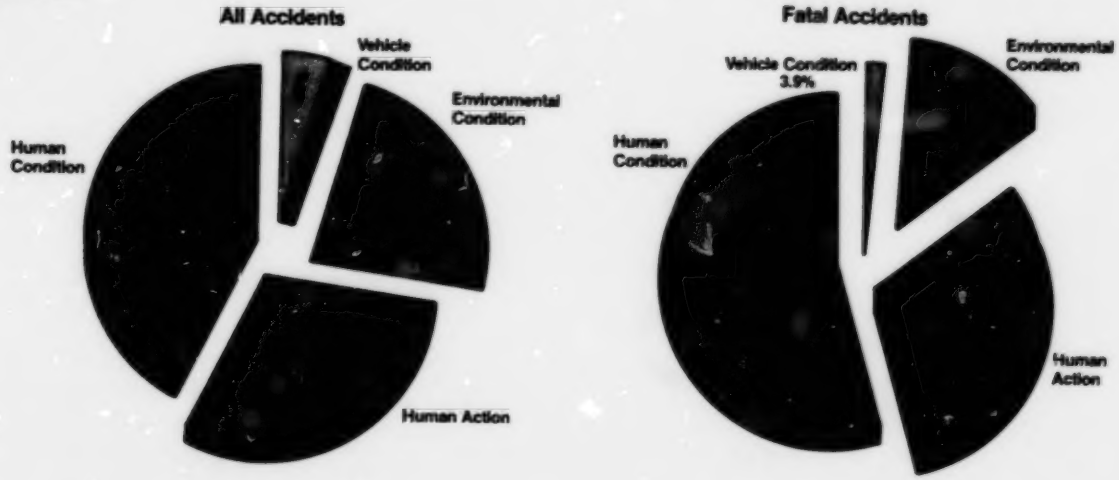
1988 Motor Vehicle Accidents by Time of Day & Day of Week

Figure 2.7

Accident Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Not Stated	Total	%
12 to 1 a.m.	136	51	76	74	73	121	179	1	711	2.1
1 to 2 a.m.	218	42	83	69	92	118	261	1	884	2.6
2 to 3 a.m.	309	42	73	66	66	141	341	0	1038	3.0
3 to 4 a.m.	163	33	26	28	43	93	193	1	580	1.7
4 to 5 a.m.	116	30	29	23	32	57	134	0	421	1.2
5 to 6 a.m.	103	32	27	22	36	33	88	1	342	1.0
6 to 7 a.m.	79	71	52	46	60	72	94	0	474	1.4
7 to 8 a.m.	73	190	166	164	158	131	89	0	971	2.9
8 to 9 a.m.	62	287	244	231	262	177	97	1	1361	4.0
9 to 10 a.m.	73	197	186	178	160	147	156	4	1101	3.2
10 to 11 a.m.	135	208	228	179	200	224	202	0	1376	4.0
11 to 12 a.m.	116	244	245	205	248	232	223	0	1513	4.4
12 to 1 p.m.	173	243	280	257	319	288	261	1	1822	5.4
1 to 2 p.m.	174	265	258	236	296	322	323	0	1874	5.5
2 to 3 p.m.	191	249	243	247	255	293	348	0	1826	5.4
3 to 4 p.m.	217	336	343	301	350	450	360	2	2359	6.9
4 to 5 p.m.	217	341	376	370	442	495	402	2	2645	7.8
5 to 6 p.m.	189	323	337	299	418	402	352	1	2321	6.8
6 to 7 p.m.	177	278	249	258	271	346	301	0	1880	5.5
7 to 8 p.m.	207	191	209	226	294	327	268	2	1724	5.1
8 to 9 p.m.	218	197	184	206	243	322	248	3	1621	4.8
9 to 10 p.m.	194	190	173	214	232	296	268	0	1567	4.6
10 to 11 p.m.	167	180	175	190	217	301	290	1	1521	4.5
11 to 12 p.m.	129	113	117	139	159	299	255	1	1212	3.6
Not Stated	108	80	96	81	121	129	145	121	881	2.6
Total	**3,944**	**4,413**	**4,475**	**4,309**	**5,047**	**5,816**	**5,878**	**143**	**34,025**	
Percent	**11.6**	**13.0**	**13.1**	**12.7**	**14.8**	**17.1**	**17.3**	**0.4**		**100.0**

Section 3

Major Contributing Factors in 1988 Accidents
Figure 3.1



1988 Accidents by Severity Where Human Condition Was a Major Contributing Factor

Figure 3.2

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	10,497	2,579	58	13,134	24.9
Driver Distraction	969	294	4	1267	2.4
Had Been Drinking	1,242	628	21	1,891	3.5
Driving While Impaired	556	325	51	932	1.8
Extreme Fatigue	72	55	5	132	0.3
Fell Asleep	211	145	7	363	0.7
Driver Inexperience/Confusion	2,112	670	22	2,804	5.3
Lost Consciousness	28	32	0	60	0.1
Physical Disability	54	18	2	74	0.1
Prescription Medication	19	9	0	28	0.1
Drugs (Illegal)	10	16	2	28	0.1
Illness	29	10	1	40	0.1
Total	**15,799**	**4,781**	**173**	**20,753**	**39.4**

1988 Accidents by Severity Where Human Action Was a Major Contributing Factor

Figure 3.3

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	3,686	965	19	4,670	8.9
Traffic Control Device Disregarded	1,193	458	16	1,667	3.2
Following too Closely	1,289	412	1	1,702	3.2
Driving too Fast for Conditions	2,758	669	17	3,444	6.5
Exceeding Speed Limit	346	209	11	566	1.1
Turning Improperly	973	172	3	1,148	2.2
Passing or Improper Lane Usage	1,127	224	13	1,364	2.6
Backing Unsafely	920	32	0	952	1.8
Pedestrian Error/Confusion	50	182	10	242	0.5
Total	**12,342**	**3,323**	**90**	**15,755**	**30.0**

1988 Accidents by Severity Where Vehicle Condition Was a Major Contributing Factor

Figure 3.4

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Brakes	225	97	3	325	0.6
Lights	89	39	1	129	0.2
Vision Obstruction/Obscured	611	130	3	744	1.4
Steering	63	28	1	92	0.2
Suspension/Wheel Failure	93	24	1	118	0.2
Tires	187	67	3	257	0.5
Tow Hitch/Connection	124	8	1	133	0.3
Engine/Power Train	379	38	0	417	0.8
Hood/Door Opening	36	7	0	43	0.1
Vehicle Color/Dirty	10	3	0	13	0.0
Jack-knife/Trailer Swing	128	21	0	149	0.3
Modifications	15	3	0	18	0.0
Total	**1,960**	**465**	**13**	**2,438**	**4.6**

1988 Accidents by Severity Where Environmental Condition Was a Major Contributing Factor

Figure 3.5

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Deer)	3,384	128	1	3,513	6.6
Animal Action (Other Wild)	174	39	2	215	0.4
Animal Action (Domestic)	288	35	0	323	0.6
Suface Slippery	4,854	785	13	5,652	10.7
Loose Gravel	676	377	13	1,066	2.0
Snow Drift	249	42	0	291	0.6
Obstruction/Debris	223	37	0	260	0.5
View Obstructed/Limited	847	236	15	1,098	2.1
Glare	298	96	1	395	0.8
Construction Zone	79	25	2	106	0.2
Defective Driving Surface	284	92	1	377	0.7
Shoulders Defective	80	32	1	113	0.2
Lane Markings Inadequate	29	12	2	43	0.1
Traffic Control Device Not Working	19	11	1	31	0.1
Crosswind	140	58	3	201	0.4
Total	**11,824**	**2,005**	**55**	**13,684**	**26.0**

TAIS recognizes that an accident is usually the result of a chain of events. The accident data system accepts up to four contributing factors for each vehicle involved in an accident. These factors are listed in order of importance. It is not uncommon to have eight factors that contributed to a vehicle accident. During the analysis of accidents, knowledge of these factors is important, because by removing any one of them, the accident could have been prevented.

An example: Because of inattention, a driver may fail to see a stop sign behind some trees and suddenly have to stop. The car's brakes are in poor condition causing the car to spin out of control on ice, striking another vehicle that was speeding through the intersection. If any factor was not present, the accident may not have occurred.

This section summarizes all contributing factors that were reported. 52,630 factors contributed to 34,025 accidents. It should be kept in mind that the figures shown represent the number of accidents in which the factor was present, not the total number of occurrences of that contributing factor.

An example: in 1988 there were a total of 2,652 accidents involving alcohol and 2,882 drivers that had been drinking or were driving while impaired. A major contributing factor (Figure 3.2) is only counted once for an accident in which two drivers had been drinking whereas two occurrences (Figure 5.1) would be counted for the same case.

Section 4

1988 Accidents By Road Surface Type & Severity

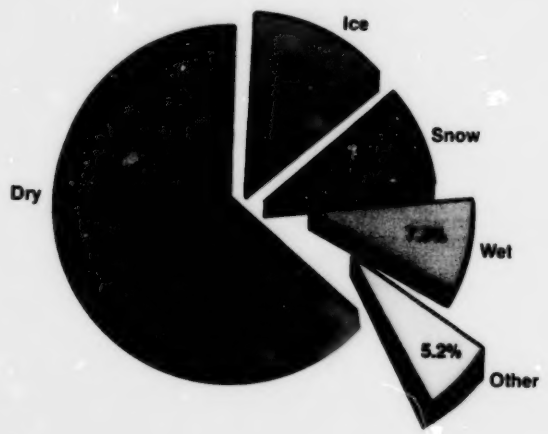
Figure 4.1

Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt/Oil	22,216	4,668	109	26,993	79.3
Gravel	4,272	1,028	43	5,343	15.7
Dirt/Earth	551	143	6	700	2.1
Concrete	520	115	2	637	1.9
Not Stated	331	21	0	352	1.0
Total	**27,890**	**5,975**	**160**	**34,025**	**100.0**

1988 Accidents By Road Surface Condition & Severity

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	15,676	1,889	124	19,689	57.9
Snow	2,809	382	10	3,201	9.4
Ice	5,962	889	13	6,864	20.2
Wet	2,012	460	5	2,477	7.3
Muddy	146	34	0	180	0.5
Loose Gravel/Sand	539	225	7	771	2.3
Slush	220	63	0	283	0.8
Fresh Oil	2	0	1	3	0
Not Stated	524	33	0	557	1.6
Total	**27,890**	**5,975**	**160**	**34,025**	**100.0**



Environmental conditions at the time of a traffic accident can be important factors to consider when developing accident countermeasure programs. For example, road surface conditions at the time of the accident should be examined to evaluate snow and ice control measures. Accidents occurring during darkness can lead to improved street lighting, vehicle headlight systems or reflectorized traffic control devices.

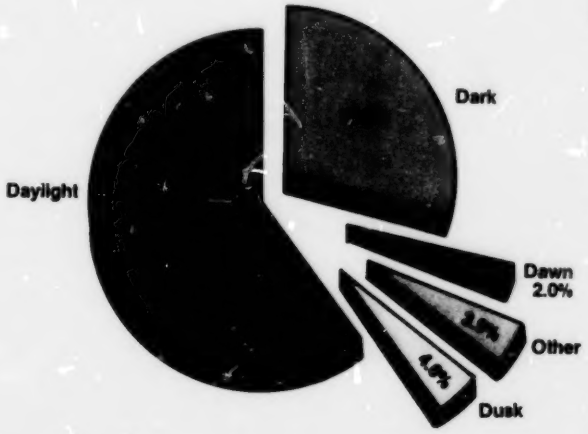
One must be careful not to arrive at the wrong conclusion when interpreting traffic accident data. It would be incorrect to suggest that dry roads are 2.9 times more dangerous than icy roads. More information about exposure to road conditions would be required. While 30% of all the accidents occurred on snow or ice, such surface conditions occur relatively infrequently.

Studies show that the accident rate is higher during hours of darkness. Besides reduced visibility, there is an increased incidence of drivers and pedestrians under the influence of drugs or alcohol.

1988 Accidents By Light Condition & Severity

Figure 4.3

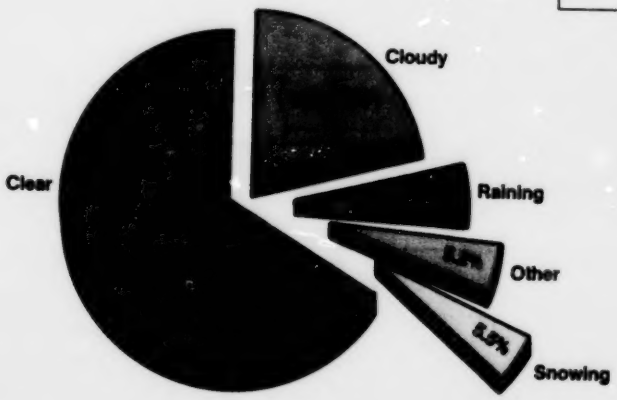
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	16,347	3,863	87	20,297	59.7
Dark	8,517	1,579	53	10,149	29.8
Dusk	1,315	248	7	1,570	4.6
Dawn	547	113	6	666	2.0
Artificial Light	692	161	4	857	2.5
Not Stated	472	11	3	486	1.4
Total	**27,890**	**5,975**	**160**	**34,025**	**100.0**



1988 Accidents By Weather Condition & Severity

Figure 4.4

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	18,658	4,134	109	22,901	67.3
Cloudy	5,274	1,177	30	6,481	19.0
Raining	833	182	2	1,017	3.0
Snowing	1,613	248	5	1,866	5.5
Sleet/Freezing Rain/Hail	150	37	0	187	0.5
Fog/Smoke/Smog	274	42	1	317	0.9
Drifting Snow/Dust	265	65	5	335	1.0
Strong Wind	140	43	5	188	2.1
Not Stated	683	47	3	733	2.2
Total	**27,890**	**5,975**	**160**	**34,025**	**100.0**



Section 4

1988 Accidents by Accident Configuration, Road System & Severity

Figure 4.5

Accident Configuration	Road System: Provincial Highways	Rural Roads	Urban Streets	Other	Accident Severity: PD	PI	F	Total	%
Single Vehicle	**3,763**	**3,268**	**3,266**	**339**	**8,503**	**2,055**	**78**	**10,636**	**31.3**
On The Road	2,498	1,475	2,866	139	6,105	846	27	6,978	20.5
Left Ditch	517	758	164	86	951	543	31	1,525	4.5
Right Ditch	748	1,035	236	114	1,447	666	20	2,133	6.3
Multiple Vehicle	**1,607**	**889**	**20,652**	**241**	**19,387**	**3,920**	**82**	**23,389**	**68.7**
Rear End	382	81	5,387	31	4,547	1,323	11	5,881	17.3
Right Angle	224	132	5,931	29	5,105	1,184	27	6,316	18.6
Sideswipe — Same Direction	68	20	882	11	917	64	0	981	2.9
Sideswipe — Opposing Direction	99	53	306	19	398	73	6	477	1.4
Head On	40	49	289	13	297	77	17	391	1.1
Left Turn — Head On	45	10	1,851	3	1,494	404	11	1,909	5.6
Passing — Left Turn	130	16	948	7	979	119	3	1,101	3.2
Passing — Right Turn	49	7	1,027	3	1,015	70	1	1,086	3.2
Other	570	521	4,031	125	4,635	606	6	5,247	15.4
Total	**5,370**	**4,157**	**23,918**	**580**	**27,890**	**5,975**	**160**	**34,025**	**100.0**

Number of Pedestrian Casualties by Pedestrian Action and Age Group

Figure 4.6

Pedestrian Action	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Crossing With Signal	2	9	4	1	2	7	4	0	16	0	45	9.5
Crossing Against Signal	0	6	1	0	3	3	1	1	2	1	18	3.8
Crossing Marked Crosswalk	0	8	2	2	1	2	3	4	9	1	32	6.7
Crossing No Signal or Crosswalk	2	9	7	3	6	1	5	5	12	2	52	10.9
Crossing Mid Block or Roadway	4	15	2	3	9	1	8	7	11	6	66	13.9
Walking With Traffic	0	2	3	2	2	3	0	1	3	2	18	3.8
Walking Against Traffic	0	0	1	0	1	1	0	0	2	0	5	1.1
Emerging Front/Behind Parked Vehicle	6	23	4	2	1	4	0	0	0	2	42	8.8
Running Into Roadway	15	42	8	1	4	0	0	1	1	2	74	15.6
On/Off School Bus	0	2	0	0	0	0	0	0	0	0	2	0.4
On/Off Veh. Other Than School Bus	0	3	4	1	1	2	0	0	0	0	11	2.3
On Sidewalk/Shoulder/Boulevard	1	3	3	2	1	1	0	3	3	1	18	3.8
Working on/Pushing Vehicle	0	0	0	1	4	1	1	0	1	1	9	1.9
Walking on Roadway	0	6	7	3	2	1	2	1	2	0	24	5.1
Playing on Roadway	1	4	0	0	0	0	0	0	0	0	5	1.1
Lying on Roadway	0	1	0	1	0	1	0	1	2	0	6	1.3
Hitch Hiking	0	0	0	2	0	0	0	0	0	0	2	0.4
Working on Roadway	0	0	0	1	1	0	0	1	0	0	3	0.6
Not Stated	3	11	8	2	5	1	2	3	6	2	43	9.1
Total	**34**	**144**	**54**	**27**	**43**	**29**	**26**	**28**	**70**	**20**	**475**	
Percent	**7.2**	**30.3**	**11.4**	**5.7**	**9.1**	**6.1**	**5.5**	**5.9**	**14.7**	**4.2**	**100.0**	

Number of Pedestrians Injured and Killed by Road System

Figure 4.7

Road System	Injured	Killed	Total	%
Urban Streets	423	10	433	91.2
Provincial Highways	12	7	19	4.0
Rural Roads	4	0	4	0.8
Other Roads	16	3	19	4.0
Total	**455**	**20**	**475**	**100.0**

Number of Occurrences Where Human Condition Was A Major Contributing Factor By Driver Age

Figure 5.1

Human Condition	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Driver Inattention	127	693	691	720	689	631	2,331	2,827	1,572	931	987	1,242	1,057	14,498	65.0
Driver Distraction	10	68	59	73	70	55	232	278	155	83	80	102	46	1,311	5.9
Had Been Drinking	13	79	107	128	147	126	452	457	173	90	46	26	95	1,939	8.7
Driving While Impaired	9	11	23	52	46	55	196	261	126	63	40	26	35	943	4.2
Extreme Fatigue	0	8	14	10	9	7	31	25	15	5	5	2	4	135	0.6
Fell Asleep	4	8	29	27	29	27	74	79	34	22	15	13	5	366	1.7
Driver Inexperience/Confusion	122	604	363	222	162	133	345	318	143	102	106	215	45	2,880	12.9
Lost Consciousness	0	1	3	2	1	1	3	9	8	3	8	21	0	60	0.3
Physical Disability	0	0	1	0	2	1	5	11	4	9	9	31	1	74	0.3
Prescription Medication	0	1	0	0	0	2	3	6	7	2	4	3	0	28	0.1
Drugs (Illegal)	0	1	0	2	1	2	9	6	4	0	0	1	2	28	0.1
Illness	0	0	1	0	0	0	3	9	7	3	5	10	3	41	0.2
Total	**285**	**1,474**	**1,291**	**1,236**	**1,156**	**1,040**	**3,684**	**4,286**	**2,248**	**1,313**	**1,305**	**1,692**	**1,293**	**22,303**	**100.0**

Number of Occurrences Where Human Action Was A Major Contributing Factor By Driver Age

Figure 5.2

Human Action	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Fail to Yield	43	178	223	183	213	176	647	824	538	348	418	599	323	4,713	29.3
Traffic Control Device Disregard	22	43	65	78	93	78	262	297	173	109	163	194	118	1,695	10.5
Following too Close	5	97	95	99	98	76	340	368	179	85	72	75	151	1,740	10.8
Driving too Fast for Conditions	33	311	291	272	253	200	715	682	288	137	89	72	205	3,548	22.1
Exceeding Speed Limit	5	54	58	58	50	51	123	99	29	5	6	10	24	572	3.6
Turning Improperly	15	54	50	50	40	39	158	190	137	96	98	142	93	1,162	7.2
Passing or Improper Lane Use	15	47	67	83	55	62	169	260	151	102	90	134	178	1,413	8.8
Backing Unsafely	4	51	27	34	24	30	121	184	122	69	90	115	95	966	6.0
Pedestrian Error/Confusion	8	8	6	3	7	5	26	32	24	5	5	12	134	275	1.7
Total	**150**	**843**	**882**	**860**	**833**	**717**	**2,581**	**2,936**	**1,641**	**956**	**1,031**	**1,353**	**1,321**	**16,084**	**100.0**

Number of Drivers By Pre-Collision Action And Driver's Age

Figure 5.3

Pre-Collision Action	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Backing	8	87	52	56	52	52	247	370	254	147	166	208	303	2,002	3.8
Changing Lanes	4	46	47	62	44	48	175	222	125	82	70	99	128	1,152	2.2
Enter. Park. Pos.	2	4	3	6	4	7	16	33	23	9	17	23	19	166	0.3
Going Straight	258	1,380	1,401	1,460	1,382	1,302	5,423	7,441	4,375	2,490	1,970	1,727	1,700	32,309	61.1
Merging	0	4	3	1	5	4	24	21	18	14	6	5	7	112	0.2
Overtaking	2	20	29	21	21	20	78	109	44	19	17	22	30	432	0.8
Slowing	6	87	91	86	89	83	337	463	313	170	113	83	131	2,052	3.9
Start. Park. Pos.	4	19	16	10	16	14	65	63	45	40	37	61	48	438	0.8
Starting in Traffic	2	15	21	21	18	13	64	79	69	42	52	68	29	493	0.9
Stopping in Traffic	5	98	103	114	101	111	603	945	641	367	259	151	229	3,727	7.0
Turn Left	37	223	238	220	220	205	803	1,073	669	429	412	499	258	5,286	10.0
Turn Right	12	111	119	103	115	99	440	552	352	188	187	192	216	2,686	5.1
U-Turn	1	19	17	16	11	9	43	48	25	25	17	29	31	291	0.6
Not Stated	5	15	30	44	22	17	78	98	47	24	15	20	1,330	1,745	3.3
Total	**346**	**2,128**	**2,170**	**2,220**	**2,100**	**1,984**	**8,396**	**11,517**	**7,000**	**4,046**	**3,338**	**3,187**	**4,459**	**5,289**	**100.0**

Section 6

Number of Charges Resulting from Accidents by Road System

Figure 6.1

Charge	Provincial Highways	Rural Roads	Urban Streets	Other	Total	%
Unregistered Vehicle	38	40	193	14	285	2.1
Disobey Stop Sign	87	7	816	0	910	6.8
Fail to Signal	11	1	24	2	38	0.3
Speed too Fast for Road Conditions	88	255	640	25	1,008	7.5
Driving Without Due Care & Attention	407	266	1,071	29	1,773	13.3
Following too Close	42	8	699	3	752	5.6
Failure to Drive Right of Centre	8	13	34	3	58	0.5
Improper Lane Change	34	0	397	0	431	3.2
Improper Turn	16	3	353	2	374	2.8
Failure to Yield Right-of-Way	78	75	2,044	5	2,202	16.5
Failure to Yield to Pedestrian	0	0	38	0	38	0.3
Disobey Traffic Signal	1	2	458	0	461	3.5
Inadequate Brakes	2	1	30	0	33	0.2
Unsafe Backing	12	13	461	5	491	3.7
No Driver's Licence	80	92	545	50	767	5.7
Not Using Seat Belt	33	60	30	2	125	0.9
Dangerous Driving	20	13	101	5	139	1.1
Driving While Disqualified	22	17	100	12	151	3.5
Criminal Negligence	5	2	4	2	13	0.1
Failure to Remain at Scene	34	22	723	13	792	5.9
Impaired Driving	109	76	741	35	961	7.2
Refuse Breath Test	8	9	67	4	88	0.7
24 Hour Suspension	11	8	80	3	102	0.8
Other	260	219	836	54	1,369	10.2
Total	**1,406**	**1,202**	**10,485**	**268**	**13,361**	
Percent	**10.5**	**9.0**	**78.5**	**2.0**		100.0

Number of Charges Resulting from Accidents by Driver Age

Figure 6.2

Charge	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Unregistered Vehicle	14	10	7	14	22	17	76	74	24	11	5	1	10	285	2.1
Disobeying Stop Sign	4	35	39	41	45	37	138	155	93	72	99	145	7	910	6.8
Fail to Signal	2	1	4	3	1	3	4	6	3	3	3	3	2	38	0.3
Speed too Fast for Conditions	10	123	124	90	79	72	205	180	67	20	18	12	8	1,008	7.5
Driving w/o Due Care & Attention	25	173	163	161	129	104	342	303	129	68	67	93	16	1,773	13.3
Following too Close	0	56	60	54	53	35	142	160	86	40	24	39	3	752	5.6
Failure to Drive Right of Centre	0	3	4	2	4	2	11	12	8	3	2	6	1	58	0.5
Improper Lane Change	0	20	20	34	9	13	62	80	49	37	40	64	3	431	3.2
Improper Turn	1	18	21	11	19	11	46	56	41	36	36	73	5	374	2.8
Failure to Yield	6	111	124	90	95	71	301	405	280	166	224	322	7	2,202	16.5
Failure to Yield to Pedestrian	0	1	3	0	1	1	9	5	4	4	2	8	0	38	0.3
Disobey Traffic Signal	1	10	18	32	30	34	59	80	50	38	45	60	4	461	3.5
Inadequate Brakes	0	3	4	5	2	3	6	7	2	0	0	0	1	33	0.2
Unsafe Backing	3	38	14	19	18	15	70	95	55	37	48	72	7	491	3.7
No Driver's Licence	73	44	53	46	46	62	176	170	45	16	16	12	8	767	5.7
Not Using Seat Belt	4	14	13	10	6	9	25	20	16	2	2	3	1	125	0.9
Dangerous Driving	1	11	6	18	10	16	23	31	6	4	2	2	9	139	1.1
Driving While Disqualified	0	2	3	2	2	10	41	54	24	7	0	2	4	151	3.5
Criminal Negligence	1	0	0	1	0	2	4	1	2	1	0	0	1	13	0.1
Failure to Remain at Scene	12	32	22	78	44	41	132	144	60	34	13	17	163	792	5.9
Impaired Driving	7	15	21	46	54	51	204	284	126	71	43	27	12	961	7.2
Refuse Breath Test	0	0	1	2	0	5	17	31	18	6	6	1	1	88	0.7
24 Hour Suspension	0	3	3	8	12	10	21	26	9	6	2	2	0	102	0.8
Other	24	87	96	110	95	64	235	271	101	64	81	83	58	1,369	10.2
Total	**188**	**810**	**823**	**877**	**776**	**688**	**2,349**	**2,850**	**1,298**	**746**	**778**	**1,047**	**331**	**13,361**	
Percent	**1.4**	**6.1**	**6.2**	**6.6**	**5.8**	**5.1**	**17.6**	**19.8**	**9.7**	**5.6**	**5.8**	**7.8**	**2.5**		100.0

Number of Licensed Drivers, Drivers in Accidents and Charges by Driver Age

Figure 6.3

	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total
Licensed Drivers	6,337	12,330	12,934	12,876	12,975	12,810	72,035	159,997	116,226	79,634	73,670	75,621	0	647,445
Drivers in Accidents	346	2,128	2,170	2,220	2,100	1,984	8,396	11,517	7,000	4,046	3,338	3,187	4,459*	52,891
Drivers Charged	188	810	823	877	776	688	2,349	2,650	1,298	746	778	1,047	331	13,361

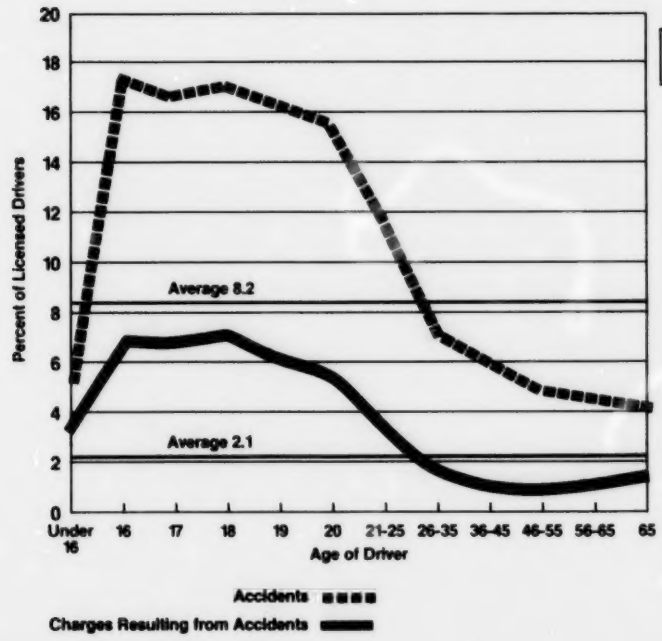
*Would include such accidents as hit and run where the driver is not apprehended.

Please Note:

Ages over 20 are in 5 and 10 year groupings. To compare with figures under 21 years of age, it is necessary to divide the groupings by a factor of 5 or 10. This is done to conserve space, however actual figures can be obtained from TAIS.

Accidents and Charges by Licensed Driver

Figure 6.4



1988 Accident Rates (Accidents Per 1,000 Licenced Drivers) by Accident Severity and Driver Age

Figure 6.5

	Property Damage	Injury	Fatal	Total	Relative Risk*
Under 16	25.6	28.4	0.6	54.6	0.7
16	137.6	34.4	0.6	172.3	2.1
17	134.5	32.6	0.6	167.8	2.1
18	137.8	33.9	0.6	172.4	2.1
19	125.9	35.2	0.8	161.8	2.0
20	120.6	33.3	1.0	154.8	1.9
21-25	94.0	22.0	0.6	116.6	1.4
26-35	57.8	13.4	0.3	72.0	0.9
36-45	48.7	11.3	0.2	60.2	0.7
46-55	41.6	8.9	0.2	50.8	0.6
56-65	36.9	8.2	0.2	45.3	0.6
Over 65	34.0	7.7	0.4	42.1	0.5
Average Rate	66.2	15.1	0.4	81.7	1.0

*The relative risk of being involved in an accident is calculated by dividing the total accident rate for each age group, by the average rate for all drivers (i.e. 8.7).

The age of drivers involved in traffic accidents can form the basis of various analysis and countermeasure programs. The reason for this interest is the apparent over-involvement of 16 to 20 year olds in traffic accidents. For example, compare 18 year old and 36 year old drivers.

For any one accident, a maximum of two charges are recorded in TAIS even if more charges were actually laid. The most common charge for 36 year old drivers is "failure to yield right of way" while 18 year olds are charged mostly with "driving without due care and attention." Young drivers had a disproportionately large number of charges laid as a result of accidents. Figure 6.3 shows that on average 18 year olds received 6.7 times more charges after accidents than 36 year olds, 877 as compared to 130.

Figure 6.4 and 6.5 show that the relative risk of an 18 year old driver being involved in an accident in 1988 was three times greater than a 36 year old. On average 17.2% of 18 year olds were involved in an accident, compared to 6% of the 36 year olds.

Other factors such as exposure, risk, experience, alcohol, and vehicle types must be known to fully understand the relationship of drivers age and accident involvement. Studies indicate that the risk of having an accident is a factor of driving experience and not age.

Section 7

Vehicle Occupant Injuries by Restraint Use and Severity

Figure 7.1

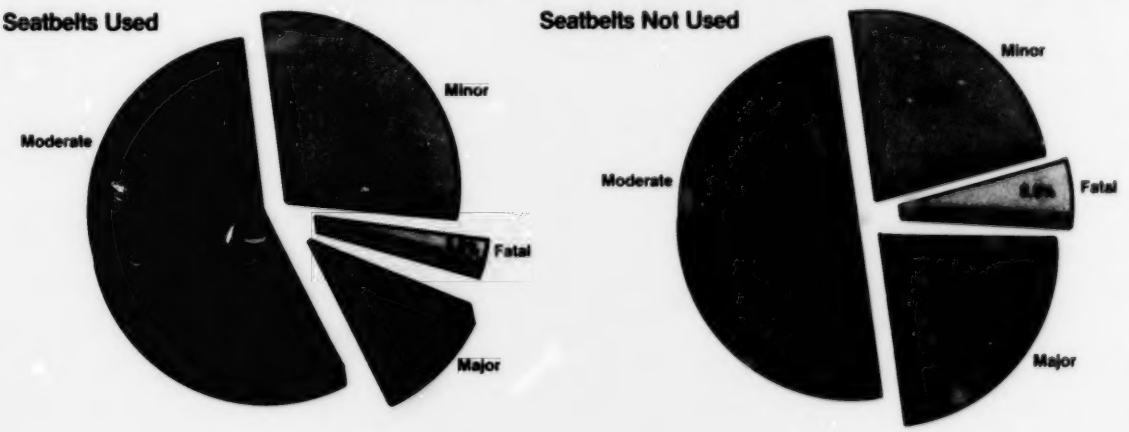
	Minor	Moderate	Major	Fatal
Seatbelts Used	1,783	2,887	522	51
Seatbelts Not Used	335	973	474	93
Seatbelts Used Not Stated	256	263	124	15

Injury Classification:

Minor —No treatment. Minor abrasions and bruises. Complaint of pain but no medical attention required.
Moderate —Treated and released. Injuries or complaint of pain that required medical treatment but not admitted to hospital.
Major —Hospitalized. Victim went to the hospital and was admitted for treatment or observation.
Fatal —Death within 30 days caused by injuries sustained in the accident.

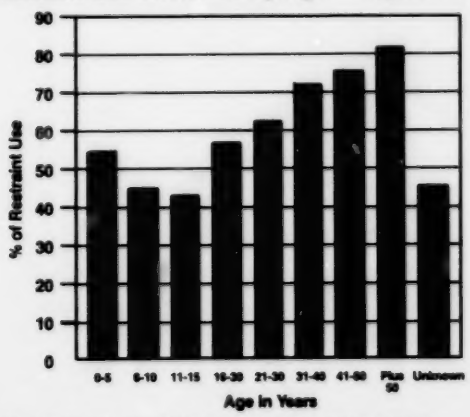
Percent of Vehicle Occupant Injuries by Severity and Seatbelt Use

Figure 7.2



Restraint Use of Victims by Age

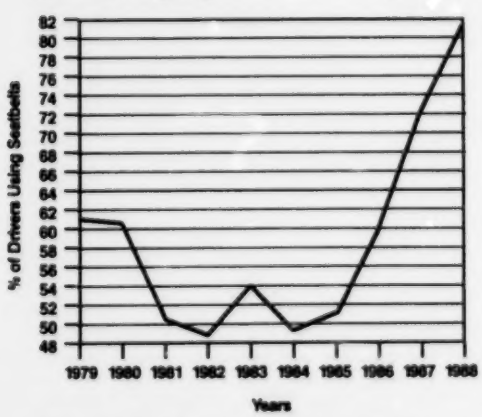
Figure 7.3



NOTE: TAIS only records victims (injured or killed) in traffic accidents. For this reason it is not known how many persons were not injured or killed because they were restrained by seatbelts.

Seatbelt Usage by Year

Figure 7.4



Seatbelt usage is based on Transport Canada seatbelt surveys for Saskatchewan. Reference can be made to page 43 for other provinces.

Number of Vehicles in Accidents by Vehicle Type and Road System

Figure 8.1

Vehicle Type	Provincial Highways	Rural Roads	Urban Streets	Other	Total	%
Auto	3,519	2,148	31,270	312	37,249	64.8
Trucks 5000 kg & Under	1,881	1,929	8,823	285	12,918	22.5
Vans 5000 kg & Under	420	156	2,178	35	2,789	4.9
Trucks over 5000 kg	168	145	501	11	825	1.4
Semi-trailer power units	383	76	368	29	856	1.5
Motorcycle	50	18	285	10	363	0.6
Moped/Power Bicycle	0	1	6	0	7	0.0
Bicycle	10	3	285	5	303	0.5
Transit Bus	1	0	117	0	118	0.2
Inter-City Bus	1	0	19	0	20	0.0
School Bus	18	16	77	2	113	0.2
Other Bus	6	1	34	0	41	0.1
Ambulance/Police/Fire	13	2	38	2	55	0.1
Motorhome	21	1	31	1	54	0.1
*Snowmobile	3	2	12	14	31	0.1
Construction/Maintenance Equipment	29	13	61	2	105	0.2
Farm Equipment	18	17	12	2	49	0.1
*Off-Highway Vehicles	1	6	7	3	17	0.0
Not Stated	47	32	1,478	39	1,596	2.7
Total	**6,589**	**4,566**	**45,602**	**752**	**57,509**	
Percent	**79.3**	**7.9**	**11.5**	**1.3**		100.0

Number of Vehicles in Accidents By Type & Severity

Figure 8.2

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Auto	30,583	6,532	134	37,249	64.8
Trucks 5000 kg & Under	10,775	2,070	73	12,918	22.5
Vans 5000 kg & Under	2,344	438	7	2,789	4.9
Trucks over 5000 kg	676	144	5	825	1.4
Semi-trailer power units	675	163	18	856	1.5
Motorcycle	135	225	3	363	0.6
Moped/Power Bicycle	6	1	0	7	0.0
Bicycle	30	270	3	303	0.5
Transit Bus	98	20	0	118	0.2
Inter-City Bus	16	4	0	20	0.0
School Bus	93	19	1	113	0.2
Other Bus	30	11	0	41	0.1
Ambulance/Police/Fire	41	14	0	55	0.1
Motorhome	42	12	0	54	0.1
*Snowmobile	7	23	1	31	0.1
Construcion/Maintenance Equipment	88	16	1	105	0.2
Farm Equipment	38	11	0	49	0.1
*Off-Highway Vehicles	5	10	2	17	0.0
Not Stated	1,535	61	0	1,596	2.7
Total	**47,217**	**10,044**	**248**	**57,509**	
Percent	**82.1**	**17.5**	**0.4**		100.0

*TAIS only records accidents occurring on public roads. Therefore many of the accidents involving snowmobiles and off-highway vehicles would not be included in this number.

The standard passenger car and pick-up truck is involved in 90% of all the accidents. Other special categories, such as all-terrain vehicles, large trucks and school buses are of special interest to various groups and users.

Section 8

Number of Vehicles in Accidents by Severity and Pre-Collision Vehicle Action

Figure 8.3

Pre-Collision Vehicle Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight	25,569	6,527	213	32,309	56.2
Turning Right	2,373	308	5	2,686	4.7
Turning Left	4,310	966	10	5,286	9.2
Making U-Turn	240	50	1	291	0.5
Starting From Parked Position	405	32	1	438	0.8
Entering Parked Position	161	5	0	166	0.3
Starting in Traffic	387	105	1	493	0.9
Slowing or Stopping	1,635	415	2	2,052	3.6
Stopped in Traffic	2,753	972	2	3,727	6.5
Parked Legally	4,112	242	4	4,358	7.6
Parked Illegally	238	21	1	260	0.5
Changing Lanes	1,023	126	3	1,152	2.0
Overtaking	347	80	5	432	0.8
Merging	91	21	0	112	0.2
Backing	1,926	76	0	2,002	3.5
Not Stated	1,645	97	0	1,742	3.0
Total	**47,219**	**10,045**	**248**	**57,512**	
Percent	**82.1**	**17.5**	**0.4**		**100.0**

Number of Drivers by Accident Configuration & Driver Age

Figure 8.4

Accident Configuration	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Single Vehicle															
On Road	39	279	298	294	302	298	1,170	1,631	1,029	606	439	326	235	6,946	13.1
Left Ditch	23	136	118	91	87	68	278	319	154	104	72	60	15	1,525	2.9
Right Ditch	39	186	153	141	110	104	357	436	253	149	98	82	23	2,131	4.0
Multiple Vehicle															
Rear End	34	432	456	454	470	432	1,927	2,560	1,558	875	658	488	1,225	11,569	21.9
Right Angle	110	421	487	492	450	452	1,934	2,854	1,703	1,005	952	1050	545	12,455	23.5
Sideswipe/Same Dir.	14	61	69	53	44	51	216	281	192	88	81	109	246	1,505	2.8
Sideswipe/Opposing Dir.	4	28	33	45	39	26	118	196	126	68	48	39	88	858	1.6
Head On	2	25	28	26	24	20	109	168	83	52	28	37	66	668	1.3
Left Turn — Head On	10	122	147	152	188	153	684	859	534	320	265	294	151	3,879	7.3
Passing — Left Turn	13	86	71	80	73	82	310	471	317	190	167	189	141	2,190	4.1
Passing — Right Turn	4	59	76	94	78	68	325	435	277	162	130	127	204	2,039	3.9
Other	54	293	234	298	235	230	968	1,307	774	427	400	386	1,520	7,126	13.5
Total	**348**	**2,128**	**2,170**	**2,220**	**2,100**	**1,984**	**8,396**	**11,517**	**7,000**	**4,046**	**3,338**	**3,187**	**4,459**	**52,891**	
Percent	**0.7**	**4.0**	**4.1**	**4.2**	**4.0**	**3.8**	**15.9**	**21.8**	**13.2**	**7.6**	**6.3**	**6.0**	**8.4**		**100.0**

Accident analysis by driver age makes it possible to design specific safety programs for special age groups. Increasingly, drivers aged 16 to 20 are being identified as a problem area. 10,602 drivers from this group were involved in accidents in 1988.

Number of Victims by Hour of Occurrence and Age of Victim

Figure 9.1

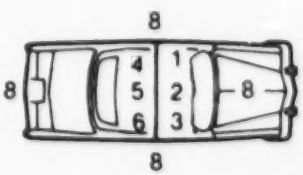
Accident Hour	00-05	06-10	11-15	16-20	21-30	31-40	41-50	Over 50	Not Stated	Total	%
12 to 1 a.m.	0	0	5	73	54	16	6	7	5	166	1.9
1 to 2 a.m.	1	0	17	97	96	29	8	11	11	270	3.0
2 to 3 a.m.	1	5	7	140	127	34	12	8	18	352	3.9
3 to 4 a.m.	0	0	6	90	66	18	4	7	10	201	2.2
4 to 5 a.m.	0	0	5	52	42	11	4	2	1	117	1.3
5 to 6 a.m.	0	0	4	50	35	8	4	5	1	107	1.2
6 to 7 a.m.	0	0	1	32	34	18	3	10	1	99	1.1
7 to 8 a.m.	1	1	8	44	72	32	24	30	8	220	2.5
8 to 9 a.m.	8	13	17	76	79	55	45	51	12	356	4.0
9 to 10 a.m.	16	4	7	36	60	40	20	56	3	242	2.7
10 to 11 a.m.	9	16	17	46	65	54	26	90	10	333	3.7
11 to 12 a.m.	29	16	13	59	84	67	37	72	13	390	4.4
12 to 1 p.m.	34	33	48	88	113	75	41	77	15	524	5.9
1 to 2 p.m.	20	12	25	72	116	56	45	101	21	468	5.2
2 to 3 p.m.	15	14	18	65	83	45	37	117	15	409	4.6
3 to 4 p.m.	34	27	49	115	149	95	52	136	24	681	7.6
4 to 5 p.m.	27	48	51	146	167	98	72	119	31	759	8.5
5 to 6 p.m.	27	34	33	105	160	93	41	109	29	631	7.1
6 to 7 p.m.	27	38	30	92	134	61	37	63	13	495	5.5
7 to 8 p.m.	21	26	40	95	111	63	33	95	18	502	5.6
8 to 9 p.m.	27	15	37	95	122	59	35	61	13	464	5.2
9 to 10 p.m.	14	11	27	115	106	44	32	46	8	403	4.5
10 to 11 p.m.	10	3	25	94	90	57	26	27	14	346	3.9
11 to 12 p.m.	3	10	31	99	82	37	22	22	7	313	3.5
Not Stated	3	2	4	21	20	11	6	20	5	92	1.0
Total	**327**	**328**	**525**	**1,997**	**2,267**	**1,176**	**672**	**1,342**	**306**	**8,940**	
Percent	**3.7**	**3.7**	**5.9**	**22.3**	**25.4**	**13.2**	**7.5**	**15.0**	**3.4**		**100.0**

Number of Victims by Position In/On Vehicle and Age of Victim

Figure 9.2

Position	00-05	06-10	11-15	16-20	21-25	26-35	36-45	46-55	Over 55	Not Stated	Total	%
Driver 1	20	52	120	1,179	881	1,146	650	366	638	73	5,125	57.3
Passenger 2	64	37	66	145	73	75	36	23	39	34	592	6.6
Passenger 3	54	58	138	448	262	269	138	96	237	120	1,820	20.4
Passenger 4	38	36	45	57	24	21	13	4	20	17	275	3.1
Passenger 5	40	18	22	27	14	5	4	3	9	8	150	1.7
Passenger 6	39	34	44	71	33	28	15	11	38	20	333	3.7
Passenger 7	3	16	13	8	6	10	4	2	2	2	66	0.7
Pedestrian	65	69	58	45	31	40	24	30	93	20	475	5.3
Riding On	1	4	4	1	1	5	2	5	4	1	28	0.3
Not Stated	3	4	15	16	5	9	2	5	6	11	76	0.9
Total	**327**	**328**	**525**	**1,997**	**1,330**	**1,608**	**888**	**545**	**1,086**	**306**	**8,940**	
Percent	**3.7**	**3.7**	**5.9**	**22.3**	**14.9**	**18.0**	**9.9**	**6.1**	**12.1**	**3.4**		**100.0**

Positions Definitions
Position 1 — driver, includes cyclists and motorcyclists.
Position 2 and 3 — front seat passengers and motorcycle and snowmobile passengers seated behind the driver.
Position 4, 5 and 6 — rear seat passengers.
Position 7 — occupants of the load area of a truck, third seat or load area of station wagon or van and all bus passengers.
Position 8 — persons riding or hanging on the outside of the vehicle.



Section 9

Number of Victims by Month of Occurrence and Age of Victim

Figure 9.3

Accident Month	0-5	6-10	11-15	16-20	21-30	31-40	41-50	Over 50	Not Stated	Total	%
January	19	12	24	118	162	88	53	90	24	590	6.6
February	20	22	24	101	148	93	50	103	21	582	6.5
March	22	16	31	121	169	91	63	110	33	656	7.3
April	25	25	34	166	156	83	52	75	17	633	7.1
May	31	37	64	174	203	80	53	113	29	784	8.8
June	37	45	59	211	260	128	64	133	35	972	10.9
July	36	32	53	224	237	96	52	137	27	894	10.0
August	39	40	56	206	208	108	46	120	30	853	9.5
September	23	22	55	194	188	94	66	119	28	789	8.8
October	26	26	53	201	195	108	59	126	17	811	9.1
November	25	29	32	132	178	102	61	108	20	687	7.7
December	24	22	40	148	163	105	53	108	25	688	7.7
Not Stated	0	0	0	1	0	0	0	0	0	1	0
Total	**327**	**328**	**525**	**1,997**	**2,267**	**1,176**	**672**	**1,342**	**306**	**8,940**	
Percent	**3.7**	**3.7**	**5.9**	**22.3**	**25.4**	**13.2**	**7.5**	**15.0**	**3.4**		**100.0**

Number of Victims by Age of Victims & Road System

Figure 9.4

Age of Victim	Provincial Highways Inj	Provincial Highways Fat	Rural Roads Inj	Rural Roads Fat	Urban Streets Inj	Urban Streets Fat	Other Inj	Other Fat	Total Inj	Total %	Total Fat	Total %
0-5	58	2	36	1	217	3	9	1	320	3.7	7	3.5
6-10	52	3	43	1	223	0	6	0	324	3.7	4	2.0
11-15	71	7	146	4	266	1	29	1	512	5.9	13	6.5
16-20	351	21	495	10	1,061	7	51	1	1,958	22.4	39	19.5
21-30	442	27	298	8	1,412	8	70	2	2,222	25.4	45	22.5
31-40	227	7	147	4	746	2	39	4	1,159	13.3	17	8.5
41-50	148	9	82	2	409	5	17	0	656	7.5	16	8.0
over 50	360	34	122	9	792	11	11	3	1,285	14.7	57	28.5
Not Stated	73	0	43	1	186	1	2	0	304	3.5	2	1.0
Total	**1,782**	**110**	**1,412**	**40**	**5,312**	**38**	**234**	**12**	**8,740**		**200**	
Percent of Total Victims	**19.9**	**1.2**	**15.8**	**0.4**	**59.4**	**0.4**	**2.6**	**0.1**		**97.8**		**2.2**

Number of Victims by Day of Week of Occurrence and Age of Victim

Figure 9.5

Accident Day	0-05	6-10	11-15	16-20	21-30	31-40	41-50	Over 50	Not Stated	Total	%
Monday	43	52	51	190	268	161	89	188	36	1,078	12.1
Tuesday	51	33	67	204	267	156	75	171	35	1,059	11.9
Wednesday	48	44	52	210	289	168	113	197	32	1,153	12.9
Thursday	50	46	69	252	306	155	116	190	39	1,223	13.7
Friday	57	63	92	361	383	203	113	234	60	1,566	17.5
Saturday	43	52	112	456	449	204	108	204	60	1,688	18.8
Sunday	35	38	82	322	305	128	58	153	44	1,165	13.0
Not Stated	0	0	0	2	0	1	0	5	0	8	0.1
Total	**327**	**328**	**525**	**1,997**	**2,267**	**1,176**	**672**	**1,342**	**306**	**8,940**	
Percent	**3.7**	**3.7**	**5.9**	**22.3**	**25.4**	**13.2**	**7.5**	**15.0**	**3.4**		**100.0**

There were 8,740 persons injured in traffic accidents in 1988. 5,241 persons were hurt seriously enough to be treated or hospitalized. At this rate, half the residents of Saskatchewan will be injured in a motor vehicle accident during their lifetime.

Number of Accidents Involving Fixed Objects

Figure 10.1

Fixed Object	Property Damage	Personal Injury	Fatal	Total	% of Total
Approach	107	112	4	223	0.4
Traffic Barricade	43	4	0	47	0.1
Building/Wall	203	46	0	249	0.5
Bridge Structure	82	23	3	108	0.2
Crash Cushion	29	5	0	34	0.1
Culvert	48	20	0	68	0.1
Curbing	858	239	1	1,098	2.2
Delineator Post	16	2	0	18	0.0
Ditch Bottom/Back Slope	1,370	651	31	2,052	4.1
Fence	509	67	1	577	1.2
Fire Hydrant	89	8	0	97	0.2
Gravel Pile	27	11	0	38	0.1
Guard Rail	293	47	3	343	0.7
Light Standard	359	85	1	445	0.9
Median/Barrier	125	37	1	163	0.3
Parking Meter	20	1	0	21	0.1
Power Pole	366	74	2	442	0.9
Rock Cut	63	7	2	72	0.1
Sign Post	413	77	1	491	1.0
Signal Stand	121	26	0	147	0.3
Snow Bank	156	37	1	194	0.4
Tree/Bush	634	138	2	774	1.6
Fixed Objects Total	**5,931**	**1,717**	**53**	**7,701**	**15.5**

Number of Accidents Involving Movable Objects

Figure 10.2

Movable Object	Property Damage	Personal Injury	Fatal	Total	% of Total
Animal	3,625	140	2	3,767	7.5
Another Vehicle	20,146	4,072	98	24,316	48.7
Bicyclist	34	253	3	290	0.6
Construction Machinery	35	2	0	37	0.1
Farm Machinery	49	13	0	62	0.1
Maintenance Machinery	26	7	0	33	0.1
Pedestrian	27	441	18	486	1.0
Train	35	21	4	60	0.1
Movable Objects Total	**23,977**	**4,949**	**125**	**29,051**	**58.2**

Number of Accidents Involving Non-Collision Events

Figure 10.3

Event	Property Damage	Personal Injury	Fatal	Total	% of Total
Fire/Explosion	287	21	2	310	0.6
Overturned	1,511	1,150	65	2,726	5.5
Ran Off The Road	2,744	1,408	73	4,225	8.5
Skidding/Sliding	3,205	1,023	38	4,266	8.5
Submersion	17	2	2	21	0.0
Other	1,386	212	2	1,600	3.2
Non-Collision Events Total	**9,150**	**3,816**	**182**	**13,148**	**26.3**

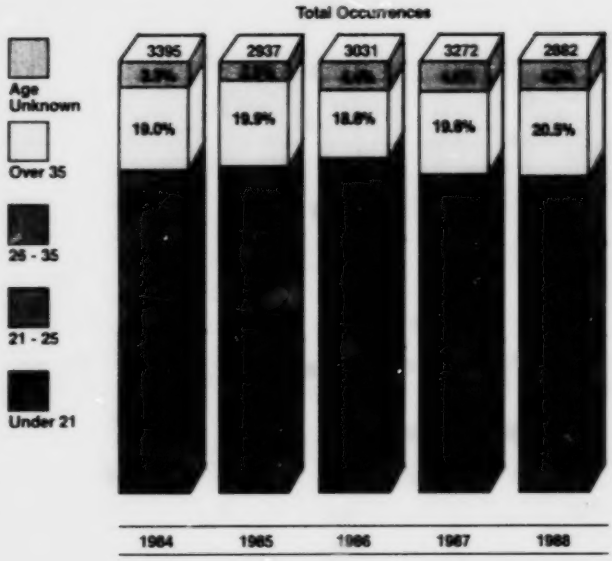
TAIS recognizes that an accident is usually the result of a chain of events. The accident data system records up to 3 events in order of importance for each vehicle involved in the accident.

This section summarizes the 49,900 events that took place in the 34,025 accidents. It should also be noted that the above figure shown represents the number of accidents in which an event occurred, not the total number of occurrences of that event.

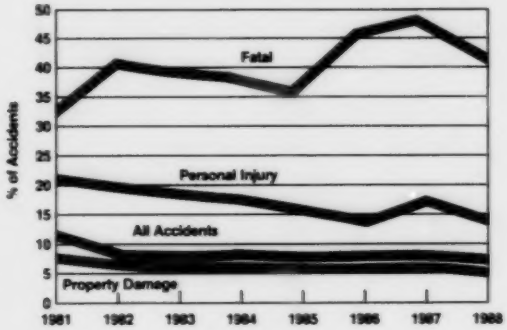
Section 11

Accidents Involving Alcohol

Percentage of Impaired/Had Been Drinking Occurrences by Driver Age and Year **Figure 11.1**



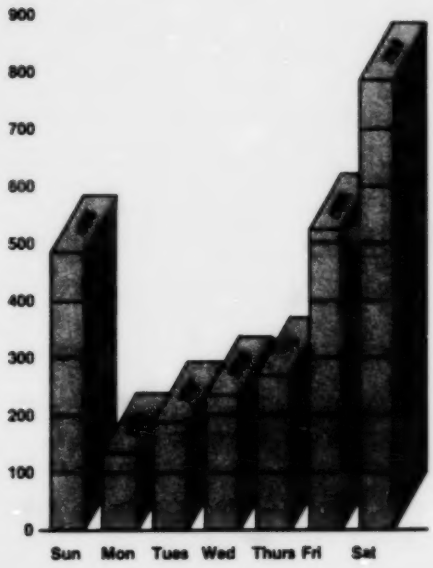
Percentage of Accidents Involving Alcohol by Year **Figure 11.2**



The increased number of alcohol involved fatal accidents since 1986 is partly attributed to improved reporting procedures. Alcohol involvement of all traffic fatalities is confirmed with the reporting police agency after all investigations and test results have been completed. This procedure is estimated to have affected yearly totals by ten percent.

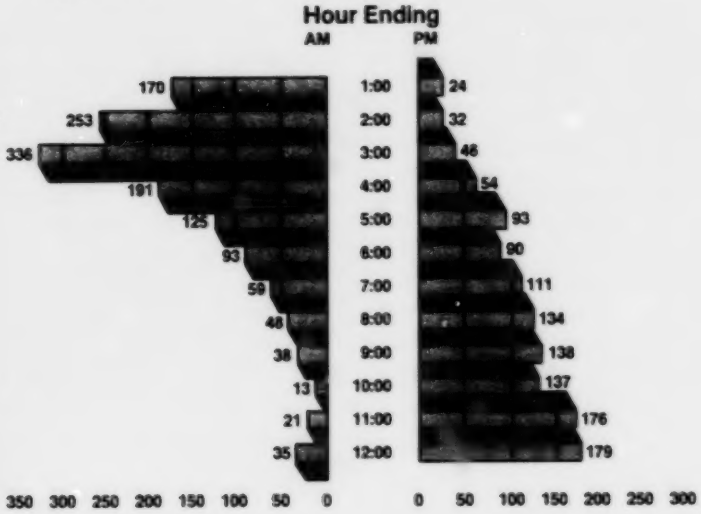
Number of Alcohol Related Accidents by Day of Week

Figure 11.3



Number of Alcohol Related Accidents By Time of Day

Figure 11.4



1988 Traffic Accident Statistics by Highway Control Section

Highway — Control Section		Length in Km's	Accidents				Persons	
			Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
1-01	Manitoba Border - Moosomin	19.9	14	4	1	19	11	1
1-02	Moosomin - Whitewood	46.9	18	1	1	20	5	3
1-03	Whitewood - Broadview	23.9	6	6	1	13	13	1
1-04	Broadview - Grenfell	24.8	4	3	0	7	7	0
1-05	Grenfell - Indian Head	57.2	17	10	1	28	18	1
1-06	Indian Head - Qu'Appelle	13.8	4	4	0	8	12	0
1-07	Qu'Appelle - Balgonie	29.4	14	3	1	18	5	1
1-08	Balgonie - Regina	21.9	27	15	1	43	26	1
1-10	Regina - Jct Hwy 39	56.6	46	17	3	66	39	3
1-11	Jct Hwy 39 - Moose Jaw	4.8	5	3	0	8	3	0
1-12	Moose Jaw - N Jct Hwy 2	5.5	1	0	0	1	0	0
1-13	N Jct Hwy 2 - Mortlach	45.3	29	6	0	35	11	0
1-14	Mortlach - Chaplin	36.0	17	10	0	27	17	0
1-15	Chaplin - W Jct Hwy 19	25.6	14	2	0	16	3	0
1-16	W Jct Hwy 19 - Rush Lake	32.6	18	2	0	20	2	0
1-17	Rush Lake - Swift Current	30.6	27	3	0	30	4	0
1-18	Swift Current - Jct Hwy 32	9.3	5	4	0	9	7	0
1-19	Jct Hwy 32 - Gull Lake	46.3	21	9	0	30	14	0
1-20	Gull Lake - Sidewood	34.3	23	8	1	32	17	1
1-21	Sidewood - Maple Creek	38.9	32	2	0	34	3	0
1-22	Maple Creek - Alberta Border	39.6	26	5	1	32	13	1
2-01	U.S. Border - Rock Glen	49.3	7	1	1	9	1	1
2-02	Rock Glen - Assiniboia	53.5	4	3	0	7	3	0
2-03	Assiniboia - Jct Hwy 43	27.7	10	1	1	12	5	1
2-04	Jct Hwy 43 - Jct Hwy 36	44.4	13	0	0	13	0	0
2-05	Jct Hwy 36 - Moose Jaw S	26.9	7	2	2	11	5	2
2-06	Moose Jaw S - Moose Jaw N	6.9	0	2	0	2	2	0
2-07	Moose Jaw N - Tuxford	17.9	3	3	0	6	3	0
2-08	Tuxford - Chamberlain	33.3	8	3	0	11	4	0
2-09	Findlater - Liberty	33.7	0	1	0	1	1	0
2-10	Liberty - Imperial	29.3	3	0	0	3	0	0
2-11	Imperial - Watrous	36.0	5	2	0	7	2	0
2-12	Watrous - Young	23.1	8	2	0	10	2	0
2-13	Young - Jct Hwy 16	22.0	5	1	0	6	1	0
2-14	Jct Hwy 16 - S Jct Hwy 5	19.9	0	1	0	1	1	0
2-15	S Jct Hwy 5 - Jct Hwy 27	21.6	9	1	0	10	1	0
2-16	Jct Hwy 27 - Wakaw	35.3	9	0	1	10	3	1
2-17	Wakaw - St. Louis	32.9	7	5	1	13	8	1
2-18	St. Louis - Prince Albert	26.3	19	1	0	20	1	0
2-19	Prince Albert S - Jct Hwy 55	4.4	1	2	0	3	2	0
2-20	Jct Hwy 55 - Christopher Lake	37.2	30	6	2	38	23	2
2-21	Christopher Lake - Jct Hwy 264	37.0	5	4	0	9	6	0
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	6	2	0	8	2	0
2-23	Weyakwin Lake - Jct Hwy 165	85.7	15	3	0	18	4	0
2-24	Jct Hwy 165 - La Ronge	32.4	9	3	0	12	5	0
3-01	Manitoba Border - Erwood	35.4	6	2	0	8	4	0
3-02	Erwood - Hudson Bay	13.4	4	0	0	4	0	0
3-03	Hudson Bay - Prairie River	40.9	22	3	0	25	3	0
3-04	Prairie River - S Jct Hwy 23	53.3	12	3	1	16	9	1
3-05	S Jct Hwy 23 - Tisdale	21.4	2	3	1	6	7	1
3-06	Tisdale - Melfort	36.7	16	2	1	19	10	5
3-07	Melfort - Kinistino	29.1	5	1	0	6	1	0
3-08	Kinistino - Birch Hills	27.3	3	3	0	6	4	0
3-09	Birch Hills - Prince Albert	31.8	16	6	0	22	13	0
3-11	Prince Albert - Shellbrook	43.8	30	11	0	41	22	0
3-12	Shellbrook - Cameo	10.3	4	2	0	6	5	0
3-13	Cameo - Shell Lake	46.6	11	2	0	13	3	0
3-14	Shell Lake - Spiritwood	24.6	13	0	0	13	0	0
3-15	Spiritwood - Glaslyn	55.5	11	3	0	14	3	0
3-16	Glaslyn - Turtleford	45.6	8	2	1	11	5	1
3-17	Jct Hwy 26 - N Sask. River	30.0	13	1	0	14	2	0
3-18	N Sask. River - Alberta Border	26.4	4	6	0	10	10	0
4-01	U.S. Border - Val Marie	31.3	2	0	0	2	0	0

Section 12

1988 Traffic Accident Statistics by Highway Control Section

Highway — Control Section		Length in Km's	Accidents				Persons	
			Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
4-02	Val Marie - Cadillac	55.7	7	1	0	8	1	0
4-03	Cadillac - Jct Hwy 43	26.3	5	1	1	7	7	1
4-04	Jct Hwy 43 - Swift Current	38.8	18	4	0	22	5	0
4-05	Swift Current - Sask. Landing	48.7	28	4	0	32	4	0
4-06	Sask. Landing - Sanctuary	41.7	9	2	1	12	6	1
4-07	Sanctuary - Elrose	23.5	4	2	0	6	4	0
4-08	Elrose - Rosetown	37.8	5	1	0	6	1	0
4-09	Rosetown - Jct Hwy 31	11.7	2	1	0	3	1	0
4-10	Jct Hwy 31 - Biggar	46.8	10	1	0	11	2	0
4-11	Biggar - Struan Grid	34.3	4	2	0	6	5	0
4-12	Struan Grid - Red Pheasant	20.9	4	1	0	5	2	0
4-13	Red Pheasant - Battleford	35.7	11	5	1	17	13	1
4-14	Battleford - Jct Hwy 26	21.7	13	7	0	20	13	0
4-15	Jct Hwy 26 - Cochin	17.3	7	6	0	13	11	0
4-16	Cochin - Glaslyn	29.6	15	3	0	18	5	0
4-17	Glaslyn - Meadow Lake	89.2	15	2	2	19	5	2
4-18	Meadow Lake - Jct Hwy 104	30.5	8	3	0	11	4	0
5-01	Togo - Kamsack	33.4	1	2	0	3	3	0
5-02	Kamsack - Canora	37.0	7	2	0	9	3	0
5-03	Canora - Invermay	54.7	8	1	0	9	1	0
5-04	Invermay - Wadena	46.5	8	1	0	9	1	0
5-05	Wadena - Watson	54.1	6	2	0	8	2	0
5-06	Watson - Humboldt	41.2	16	3	1	20	5	2
5-07	Humboldt - N Jct Hwy 2	43.2	9	4	0	13	4	0
5-08	S Jct Hwy 2 - Patience Lake	40.8	11	6	1	18	11	2
5-09	Patience Lake - Saskatoon	11.4	9	2	0	11	2	0
5-10	College Drive in Saskatoon	8.1	0	2	0	2	3	0
6-01	U.S. Border - Jct Hwy 18	16.4	1	0	0	1	0	0
6-02	Jct Hwy 18 - Jct Hwy 13	55.6	15	1	1	17	1	2
6-03	Jct Hwy 13 - S Jct Hwy 39	43.3	6	1	0	7	1	0
6-04	S Jct Hwy 39 - Regina South	38.1	21	4	0	25	5	0
6-05	Regina South - Regina North	3.8	4	1	0	5	1	0
6-06	Regina North - Piapot I.R.	26.4	15	3	0	18	9	0
6-07	Piapot I.R. - Southey	24.2	7	1	1	9	1	1
6-08	Southey - Raymore	54.1	14	3	0	17	4	0
6-09	Raymore - Dafoe	38.0	7	3	0	10	3	0
6-10	Dafoe - Watson	43.0	6	2	0	8	4	0
6-11	Watson - Naicam	32.8	12	3	0	15	5	0
6-12	Naicam - Silver Park	26.6	9	5	1	15	8	1
6-13	Silver Park - Melfort	25.2	7	1	0	8	1	0
6-14	Melfort - Gronlid	32.0	6	1	0	7	1	0
6-15	Gronlid - Choiceland	43.8	9	0	0	9	0	0
7-01	Saskatoon - Jct Hwy 60	6.0	13	4	0	17	8	0
7-02	Jct Hwy 60 - Delisle	30.4	19	6	1	26	8	1
7-03	Delisle - Harris	37.9	9	4	0	13	5	0
7-04	Harris - Rosetown	36.4	28	1	0	29	1	0
7-05	Rosetown - Brock	52.4	23	6	0	29	7	0
7-06	Brock - Kindersley	31.0	12	2	0	14	3	0
7-07	Kindersley - Jct Hwy 307	21.2	4	1	1	6	1	1
7-08	Jct Hwy 307 - Alsask	40.0	10	1	0	11	3	0
8-01	U.S. Border - Carievale	19.9	2	0	0	2	0	0
8-02	Carievale - Redvers	45.6	16	0	0	16	0	0
8-03	Redvers - Fairlight	34.0	5	0	0	5	0	0
8-04	Fairlight - Moosomin	29.9	18	0	0	18	0	0
8-05	Moosomin - Qu'Appelle River	39.8	14	2	0	16	2	0
8-06	Qu'Appelle River - Langenburg	41.9	7	1	0	8	1	0
8-07	Churchbridge - Wroxton	35.3	7	0	0	7	0	0
8-08	Wroxton - Kamsack	39.5	9	2	0	11	2	0
8-09	Kamsack - Pelly	32.3	6	3	0	9	6	0
8-10	Pelly - Norquay	41.4	3	1	0	4	1	0
9-01	U.S. Border - Jct Hwy 18	26.8	3	1	0	4	3	0
9-02	Jct Hwy 18 - Carlyle	46.9	18	3	0	21	4	0
9-03	Carlyle - Jct Hwy 48	43.5	13	5	0	18	6	0

1988 Traffic Accident Statistics by Highway Control Section

Highway — Control Section		Length in Km's	Accidents				Persons	
			Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
9-04	Jct Hwy 48 - Whitewood	36.5	9	1	0	10	2	0
9-05	Whitewood - Qu'Appelle River	19.6	7	2	0	9	2	0
9-06	Qu'Appelle - Jct Hwy 22	36.5	6	2	0	8	3	0
9-07	Jct Hwy 22 - Jct Hwy 15	21.3	1	1	0	2	2	0
9-08	Jct Hwy 15 - Yorkton	34.0	8	3	0	11	8	0
9-09	Yorkton - Canora	46.5	26	4	0	30	7	0
9-10	Canora - Jct Hwy 49	25.9	14	5	0	19	7	0
9-11	Jct Hwy 49 - Preeceville	20.0	8	1	0	9	2	0
9-12	Preeceville - Usherville	31.0	1	1	0	2	1	0
9-13	Usherville - Bertwell	42.5	9	0	0	9	0	0
9-14	Bertwell - Hudson Bay	38.6	8	1	0	9	3	0
9-15	Hudson Bay - Manitoba Border	123.1	11	1	0	12	1	0
10-01	Manitoba Border - Wroxton	25.0	12	4	1	17	9	1
10-02	Wroxton - Yorkton	39.0	17	2	0	19	3	0
10-03	Yorkton - Melville	40.3	19	2	0	21	5	0
10-04	Melville - Jct Hwy 22	46.2	17	1	1	19	2	1
10-05	Jct Hwy 22 - Fort Qu'Appelle	26.0	13	4	2	19	14	3
10-06	Fort Qu'Appelle - Balgonie	46.5	33	5	2	40	15	2
11-01	Regina - Lumsden	25.9	28	9	0	37	14	0
11-02	Lumsden - Bethune	25.9	21	3	0	24	7	0
11-03	Bethune - E Jct Hwy 2	19.2	10	0	0	10	0	0
11-04	E Jct Hwy 2 - Aylesbury	24.7	14	1	0	15	1	0
11-05	Aylesbury - Davidson	45.4	22	14	0	36	26	0
11-06	Davidson - Kenaston	32.1	5	7	0	12	9	0
11-07	Kenaston - Dundurn	38.9	18	3	0	21	4	0
11-08	Dundurn - Saskatoon	33.5	34	8	1	43	14	1
11-10	Saskatoon - Warman	18.1	36	14	2	52	20	3
11-11	Warman - Rosthern	43.2	25	9	0	34	12	0
11-12	Rosthern - Duck Lake	18.1	7	2	0	9	3	0
11-13	Duck Lake - Prince Albert	49.0	20	4	2	26	8	3
12-01	Jct Hwy 11 - Hepburn	36.4	20	6	0	26	7	0
12-02	Hepburn - Blaine Lake	38.2	10	3	0	13	5	0
12-03	Blaine Lake - Big Grass Lake	39.1	10	2	0	12	2	0
12-04	Big Grass Lake - Shell Lake	21.0	5	1	0	6	1	0
13-01	Manitoba Border - Redvers	19.7	5	1	1	7	1	1
13-02	Redvers - Carlyle	42.3	16	1	0	17	1	0
13-03	Carlyle - Stoughton	54.5	18	4	0	22	5	0
13-04	Stoughton - Griffin	31.0	15	0	0	15	0	0
13-05	Griffin - Weyburn	28.4	10	5	0	15	8	0
13-06	Weyburn - Jct. Hwy 28	31.1	19	1	0	20	1	0
13-07	Jct Hwy 28 - Jct Hwy 6	22.8	1	0	0	1	0	0
13-08	Jct Hwy 6 - Jct Hwy 34	39.8	7	0	0	7	0	0
13-09	Jct Hwy 34 - Jct Hwy 36	30.7	5	0	0	5	0	0
13-10	Jct Hwy 36 - Assiniboia	37.2	4	0	0	4	0	0
13-11	Assiniboia - Lafleche	42.6	7	0	1	8	2	1
13-12	Lafleche - Kincaid	32.3	5	2	0	7	4	0
13-13	Kincaid - Cadillac	54.9	6	1	0	7	1	0
13-14	Cadillac - Jct Hwy 37	49.6	8	1	0	9	1	0
13-15	Shaunavon - Eastend	34.3	4	0	0	4	0	0
13-16	Eastend - Jct Hwy 21	52.7	6	1	0	7	1	0
13-17	E Jct Hwy 21 - Govanlock	44.1	2	0	1	3	0	1
13-18	Govanlock - Alberta Border	14.5	0	0	0	0	0	0
14-12	Saskatoon - Asquith	34.3	34	5	0	39	5	0
14-13	Asquith - Perdue	22.7	12	2	0	14	3	0
14-14	Perdue - Biggar	31.6	8	1	0	9	3	0
14-15	Biggar - Landis	35.6	4	1	0	5	2	0
14-16	Landis - Wilkie	31.5	6	0	0	6	0	0
14-17	Wilkie - Unity	30.3	5	1	0	6	1	0
14-18	Unity - Salvador Grid	29.2	5	2	0	7	3	0
14-19	Salvador Grid - Alberta Border	33.8	6	2	0	8	3	0
15-02	Bredenbury - Jct Hwy 9	32.9	4	2	0	6	2	0
15-03	Jct Hwy 9 - Melville	22.6	6	1	0	7	1	0
15-04	Melville - Jct Hwy 52	58.2	11	1	1	13	1	1

Section 12

1988 Traffic Accident Statistics by Highway Control Section

Highway — Control Section		Length in Km's	Accidents				Persons	
			Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
15-05	Jct Hwy 52 - Leross	26.5	3	0	0	3	0	0
15-06	Leross - Raymore	51.9	10	2	0	12	2	0
15-07	Raymore - S Jct Hwy 20	32.7	2	0	0	2	0	0
15-08	Nokomis - Jct Hwy 2	31.0	0	2	0	2	4	0
15-09	Jct Hwy 2 - Kenaston	56.6	5	0	0	5	0	0
15-10	Kenaston - Jct Hwy 19	22.8	1	1	0	2	1	0
15-11	Jct Hwy 19 - Outlook	34.5	7	5	0	12	10	0
15-12	Outlook - Milden	27.8	4	0	0	4	0	0
15-13	Milden - Rosetown	36.3	4	0	1	5	3	1
16-11	Manitoba Border - Churchbridge	29.5	5	1	0	6	5	0
16-12	Churchbridge - Yorkton	52.7	36	8	0	44	13	0
16-13	Yorkton - Springside	24.0	13	2	0	15	4	0
16-14	Springside - Insinger	31.0	7	1	0	8	1	0
16-15	Insinger — Tuffnell	22.6	6	0	0	6	0	0
16-16	Tuffnell - Elfros	38.0	4	1	0	5	2	0
16-17	Elfros — Dafoe	49.0	13	8	0	21	19	0
16-18	Dafoe - Guernsey	42.1	5	5	0	10	12	0
16-19	Guernsey - Jct Hwy 2	44.7	12	3	0	15	6	0
16-20	Jct Hwy 2 - Saskatoon	63.5	32	6	1	39	18	1
16-23	Jct Hwy 11 - North Sask. River	42.1	23	5	2	30	18	3
16-24	North Sask. River - Radisson	19.3	35	2	2	39	6	2
16-25	Radisson - Denholm	48.4	24	3	1	28	5	1
16-26	Denholm - North Battleford	23.3	9	5	0	14	6	0
16-27	North Battleford - Bresaylor	41.4	19	3	0	22	7	0
16-28	Bresaylor - Maidstone	38.9	12	6	0	18	6	0
16-29	Maidstone - Marshall	36.8	13	3	0	16	6	0
16-30	Marshall - Lloydminster	17.2	13	3	1	17	5	1
17-03	Macklin - Alberta Border	57.1	2	0	0	2	0	0
17-04	Jct Hwy 14 (Alta) - Lone Rock (Sask)	24.2	5	0	0	5	0	0
17-05	Alberta Border - Lloydminster	25.1	10	3	0	13	5	0
17-06	Lloydminster - Jct Hwy 3	24.7	20	3	0	23	3	0
17-07	Jct Hwy 3 - N Saskatchewan River	10.7	3	1	0	4	1	0
17-08	N Saskatchewan River - Onion Lake	12.7	0	1	0	1	1	0
18-01	Manitoba Border - Carievale	19.6	6	1	0	7	1	0
18-02	Carievale - Jct Hwy 9	48.1	27	3	0	30	3	0
18-03	Jct Hwy 9 - Bienfait	44.1	13	1	0	14	2	0
18-04	Estevan - Torquay	38.3	10	4	0	14	11	0
18-05	Torquay - Oungre	22.8	4	0	0	4	0	0
18-06	Oungre - Lake Alma	29.3	2	0	0	2	0	0
18-07	Lake Alma - N Jct Hwy 6	28.0	0	1	0	1	1	0
18-08	S Jct Hwy 6 - Big Beaver	48.3	2	0	0	2	0	0
18-09	Big Beaver - E Jct Hwy 36	19.9	2	0	0	2	0	0
18-10	W Jct Hwy 36 - Rockglen	23.7	5	1	0	6	2	0
18-11	Rockglen - Wood Mountain	32.1	3	1	0	4	3	0
18-12	Wood Mountain - Jct Hwy 19	52.4	5	1	0	6	1	0
18-13	Jct Hwy 19 - Ponteix Grid	37.0	4	0	0	4	0	0
18-14	Ponteix Grid - Val Marie	35.7	2	0	1	3	1	2
18-15	S Jct Hwy 4 - Climax	42.2	7	0	0	7	0	0
18-16	Climax - Divide	65.7	5	2	0	7	2	0
18-17	Divide - Robsart	31.0	3	0	0	3	0	0
19-01	Jct Hwy 18 - Kincaid	26.3	0	1	0	1	1	0
19-02	Kincaid - S Jct Hwy 43	24.8	2	0	0	2	0	0
19-03	S Jct Hwy 43 - W Jct Hwy 1	60.0	6	1	0	7	1	0
19-04	Chaplin - Central Butte	43.4	4	0	0	4	0	0
19-05	E Jct Hwy 42 - Elbow	40.6	9	1	0	10	2	0
19-06	Elbow - Jct Hwy 19	42.2	2	0	0	2	0	0
20-01	Lumsden - Jct Hwy 22	36.6	16	2	0	18	5	0
20-02	Jct Hwy 22 - Jct Hwy 15	55.3	2	1	0	3	1	0
20-03	Jct Hwy 15 - Jct Hwy 16	47.6	3	1	0	4	2	0
20-04	W Jct Hwy 16 - Humboldt	37.3	4	0	0	4	0	0
20-05	Humboldt - Pilger	33.7	2	1	0	3	1	0
20-06	Pilger - Crystal Springs	49.3	4	3	1	8	8	4
20-07	Crystal Springs - Jct Hwy 3	22.6	2	2	0	4	2	0

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Highway — Control Section		Length in Km's	Accidents				Persons	
			Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
21-01	U.S. Border - Govenlock	29.5	1	0	0	1	0	0
21-03	Jct Hwy 13 - Cypress Hills	34.4	6	0	0	6	0	0
21-04	Cypress Hills - Maple Creek	27.6	14	1	0	15	1	0
21-05	Maple Creek - Jct Hwy 1	8.3	2	0	0	2	0	0
21-06	Jct Hwy 1 - Fox Valley	52.8	7	1	0	8	1	0
21-07	Fox Valley - Leader	50.1	2	2	0	4	2	0
21-08	Leader - Eatonia	41.3	10	2	0	12	3	0
21-09	Glidden - Kindersley	26.2	4	2	0	6	2	0
21-10	Kindersley - Jct Hwy 31	36.0	4	0	0	4	0	0
21-11	Jct Hwy 31 - Kerrobert	13.6	4	1	0	5	1	0
21-12	Kerrobert - Unity	59.3	6	2	0	8	3	0
21-13	Unity - E Jct Hwy 40	35.7	6	1	1	8	1	1
21-14	W Jct Hwy 40 - Maidstone	37.8	7	1	0	8	1	0
21-15	Maidstone - E Jct Hwy 3	54.1	13	2	0	15	5	0
21-16	Paradise Hill - Peck Lake	36.7	6	1	0	7	5	0
21-17	Peck Lake - Ministikwan Lake	21.3	4	0	0	4	0	0
21-18	Ministikwan Lake - Pierceland	43.7	5	1	0	6	1	0
21-19	Pierceland - Northern Pine	20.1	2	2	0	4	4	0
22-01	Manitoba Border - Jct Hwy 8	13.1	1	0	0	1	0	0
22-02	Jct Hwy 8 - Stockholm	40.8	12	2	1	15	3	1
22-03	N Jct Hwy 9 - S Jct Hwy 22	24.6	2	0	0	2	0	0
22-04	Killaly - Jct Hwy 10	51.8	4	0	0	4	0	0
22-05	Lipton - Southey	50.9	7	2	0	9	8	0
22-06	Southey - Jct Hwy 20	26.6	2	1	1	4	3	1
23-01	Jct Hwy 9 - Somme	31.6	4	1	0	5	1	0
23-02	Somme - Chelan	30.2	9	2	0	11	3	0
23-03	Chelan - Crooked River	37.9	3	2	0	5	2	0
23-04	N Jct Hwy 3 - Jct Hwy 55	63.2	11	9	0	20	22	0
24-01	Spiritwood - Leoville	32.2	9	2	0	11	2	0
24-02	Leoville - Chitek Lake	25.3	5	4	0	9	5	0
25-01	Birch Hills - St. Louis	29.1	0	0	0	0	0	0
26-01	Jct Hwy 4 - Meota	15.5	2	0	0	2	0	0
26-02	Meota - Turtleford	54.2	3	1	1	5	5	2
26-03	Turtleford - N Jct Hwy 3	29.2	3	3	0	6	4	0
26-04	N Jct Hwy 3 - Loon Lake	47.7	16	1	0	17	1	0
26-05	Loon Lake - Goodsoil	52.0	12	2	0	14	2	0
27-01	Jct Hwy 2 - Aberdeen	34.0	3	0	0	3	0	0
28-01	Lake Alma - Radville	39.8	7	1	0	8	1	0
28-02	Radville - Jct Hwy 13	20.1	4	2	0	6	3	0
29-01	Wilkie - Cloan Grid	23.1	3	1	0	4	1	0
29-02	Cloan Grid - Battleford	25.9	5	1	0	6	5	0
30-01	S. Sask. River - Eston	22.6	0	0	0	0	0	0
30-02	Eston - Jct Hwy 7	37.0	4	1	0	5	1	0
31-01	Jct Hwy 4 - Plenty	58.2	1	0	1	2	0	1
31-02	Plenty - S Jct Hwy 21	35.8	2	2	0	4	2	0
31-03	Kerrobert - Salvador	37.9	2	3	0	5	3	0
31-04	Salvador - Macklin	37.8	9	4	0	13	6	0
32-01	Jct Hwy 1 - Success	22.6	3	0	0	3	0	0
32-02	Success - Cabri	33.6	7	0	0	7	0	0
32-03	Cabri - Lancer	38.9	6	1	0	7	1	0
32-04	Lancer - Leader	47.4	6	2	0	8	2	0
33-01	Stoughton - Fillmore	38.2	7	2	0	9	2	0
33-02	Fillmore - Francis	39.1	11	2	0	13	2	0
33-03	Francis - Kronau	38.4	3	1	0	4	3	0
33-04	Kronau - Regina	24.0	10	2	1	13	4	4
34-01	U.S. Border - Bengough	46.4	6	0	0	6	0	0
34-02	Bengough - Jct Hwy 13	16.3	0	0	1	1	0	1
35-01	U.S. Border - Oungre	16.2	1	0	0	1	0	0
35-02	Oungre - Colgate	28.5	3	1	0	4	2	0
35-03	Colgate - Weyburn	29.1	2	0	0	2	0	0
35-04	Weyburn - Francis	47.7	18	2	0	20	2	0
35-05	Jct Hwy 33 - Jct Hwy 48	23.2	3	0	0	3	0	0
35-06	Jct Hwy 48 - Qu'Appelle	24.6	3	1	0	4	1	0

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Highway — Control Section		Length in Km's	Accidents				Persons	
			Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
35-07	Qu'Appelle - Jct Hwy 10	19.8	1	0	0	1	0	0
35-08	Fort Qu'Appelle - Lipton	15.8	5	1	0	6	1	0
35-09	Lipton - Leross	43.2	6	1	0	7	1	0
35-10	Leross - Elfros	50.4	3	1	0	4	1	0
35-11	Elfros - Wadena	23.7	5	0	0	5	0	0
35-12	Wadena - Jct Hwy 49	21.7	2	1	0	3	2	0
35-13	Jct Hwy 49 - Jct Hwy 349	46.4	9	3	0	12	6	0
35-14	Jct Hwy 349 - Tisdale	44.7	4	0	0	4	0	0
35-15	Tisdale - Jct Hwy 335	27.5	6	1	0	7	1	0
35-16	Jct Hwy 335 - Jct Hwy 55	28.2	4	1	1	6	1	1
35-17	Jct Hwy 55 - Torch River	36.2	3	0	0	3	0	0
36-01	U.S. Border - W Jct Hwy 18	30.3	4	2	0	6	3	0
36-02	W Jct Hwy 18 - W Jct Hwy 13	39.4	4	2	0	6	4	0
36-03	E Jct Hwy 13 - Jct Hwy 2	64.7	5	0	0	5	0	0
37-01	U.S. Border - Climax	23.0	1	0	0	1	0	0
37-02	Climax - Shaunavon	52.1	6	0	0	6	0	0
37-03	Shaunavon - Gull Lake	52.7	3	1	1	5	1	2
37-04	Gull Lake - W Jct Hwy 332	33.3	5	0	0	5	0	0
37-05	E Jct Hwy 332 - Cabri	24.5	2	0	0	2	0	0
38-01	Kelvington - Perigord	22.3	0	0	0	0	0	0
38-02	Perigord - Chelan	34.4	10	4	0	14	4	0
38-05	Kuroki - Kelvington	31.4	3	1	0	4	1	0
39-01	U.S. Border - Bienfait	27.0	8	1	0	9	1	0
39-02	Bienfait - Estevan	9.5	14	2	0	16	2	0
39-03	Estevan - Midale	40.9	19	2	0	21	2	0
39-04	Midale - Weyburn	43.7	15	10	0	25	15	0
39-05	Weyburn - Yellow Grass	26.8	12	2	1	15	3	1
39-06	Yellow Grass - Corinne	44.6	7	2	0	9	2	0
39-07	Corinne - Pitman	34.2	5	2	0	7	2	0
39-08	Pitman - Jct Hwy 1	34.2	3	5	0	8	10	0
40-01	Jct Hwy 3 - Blaine Lake	56.1	12	5	0	17	7	0
40-02	Blaine Lake - Hafford	36.0	9	1	0	10	1	0
40-03	Hafford - North Battleford	63.9	9	3	0	12	3	0
40-04	Battleford - E Jct Hwy 21	57.6	32	9	0	41	15	0
40-05	E Jct Hwy 21 - Neilburg	35.5	7	2	0	9	2	0
40-06	Neilburg - Alberta Border	25.4	3	2	0	5	4	0
41-01	Melfort - Jct Hwy 20	56.0	2	0	0	2	0	0
41-02	Jct Hwy 20 - Wakaw	29.8	4	5	0	9	12	0
41-03	Wakaw - Aberdeen	51.3	9	3	0	12	6	0
41-04	Aberdeen - Jct Hwy 41	26.9	8	3	0	11	7	0
42-01	Tuxford - Keeler	25.0	1	1	0	2	1	0
42-02	Keeler - E Jct Hwy 19	42.4	7	3	0	10	5	0
42-03	E Jct Hwy 19 - Diefenbaker Lake	38.7	7	1	0	8	1	0
42-04	Diefenbaker Lake - Jct Hwy 342	37.7	0	0	1	1	0	1
42-05	Jct Hwy 342 - Milden	59.9	2	0	1	3	1	1
43-01	Jct Hwy 2 - Gravelbourg	37.9	3	0	0	3	0	0
43-02	Gravelbourg - S Jct Hwy 19	29.0	6	1	0	7	1	0
43-03	S Jct Hwy 19 - Jct Hwy 4	58.9	10	1	0	11	1	0
44-02	Davidson - Loreburn	44.0	2	0	0	2	0	0
44-03	N Jct Hwy 19 - Jct Hwy 45	28.4	7	1	0	8	2	0
44-04	Jct Hwy 45 - Dinsmore	28.3	1	1	0	2	1	0
44-05	Jct Hwy 42 - Jct Hwy 4	40.4	0	0	0	0	0	0
44-06	S Jct Hwy 4 - Eston	54.0	4	4	0	8	5	0
44-07	Eston - Glidden	33.2	1	2	0	3	3	0
44-08	Glidden - Mantario	44.9	4	1	0	5	4	0
44-09	Mantario - Alsask	33.6	2	0	0	2	0	0
45-01	Lucky Lake - Birsay	18.4	0	1	0	1	3	0
45-02	Birsay - Jct Hwy 44	18.9	1	0	0	1	0	0
45-03	Jct Hwy 44 - E Jct Hwy 15	27.2	9	1	0	10	1	0
45-04	W Jct Hwy 15 - Delisle	49.7	5	3	0	8	4	0
46-01	Balgonie - Regina	19.6	5	2	0	7	3	0
47-01	U.S. Border - Estevan	15.6	7	1	0	8	3	0
47-02	Estevan - Stoughton	57.7	15	2	0	17	3	0

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Highway — Control Section		Length in Km's	Accidents				Persons	
			Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
47-03	Stoughton - Jct Hwy 48	56.2	6	1	0	7	1	0
47-04	Jct Hwy 48 - W Jct Hwy 1	26.6	4	1	0	5	3	0
47-05	Grenfell - S Jct Hwy 22	39.9	7	0	0	7	0	0
47-06	S Jct Hwy 22 - Melville	22.8	3	2	0	5	3	0
47-07	Melville - Willowbrook	30.0	5	3	0	8	8	0
47-08	Willowbrook - Springside	19.1	3	0	0	3	0	0
47-09	Springside - Buchanan	42.2	2	1	0	3	1	0
47-10	Buchanan - Preeceville	33.8	9	0	0	9	0	0
48-01	Manitoba Border - Fairlight	19.0	6	1	0	7	1	0
48-02	Fairlight - S Jct Hwy 9	44.7	11	0	0	11	0	0
48-03	N Jct Hwy 9 - Jct Hwy 47	57.9	5	4	0	9	9	0
48-04	Jct Hwy 47 - Jct Hwy 35	63.3	9	1	0	10	1	0
48-05	Jct Hwy 35 - White City	40.4	8	2	0	10	5	0
49-01	Manitoba Border - Pelly	25.4	4	1	0	5	1	0
49-02	Pelly - Stenen	33.8	4	0	1	5	3	1
49-03	Stenen - Okla	31.9	6	1	0	7	1	0
49-04	Okla - Kelvington	33.9	2	1	0	3	1	0
49-05	Kelvington - Jct Hwy 35	19.5	4	1	0	5	1	0
51-01	Biggar - Tramping Lake	62.6	14	2	0	16	3	0
51-02	Tramping Lake - Kerrobert	25.9	4	0	0	4	0	0
51-03	Kerrobert - Major	34.4	7	0	0	7	0	0
51-04	Major - Alberta Border	29.6	7	1	0	8	1	0
52-01	Yorkton - Willowbrook	21.6	5	1	1	7	5	1
52-02	Willowbrook - Jct Hwy 15	49.1	7	3	0	10	5	0
54-01	Jct Hwy 11 - Regina Beach	17.4	8	2	0	10	3	0
55-02	Jct Hwy 9 - S of Pakwaw Lake	38.3	3	1	0	4	2	0
55-03	S of Pakwaw Lake - W of Crackling River Br	30.4	10	5	0	15	6	0
55-04	W of Crackling River Br - Jct Hwy 123	36.7	9	1	0	10	3	0
55-05	Jct Hwy 123 - Nipawin	28.3	4	1	0	5	1	0
55-06	Nipawin - White Fox	12.2	5	2	0	7	3	0
55-07	White Fox - Smeaton	50.4	10	7	0	17	13	0
55-08	Smeaton - Meath Park	36.6	10	1	0	11	2	0
55-09	Meath Park - Prince Albert	41.4	22	6	1	29	11	1
55-10	Shellbrook - Debden	49.3	17	6	2	25	11	2
55-11	Debden - Big River	38.4	15	2	0	17	3	0
55-12	Big River - Jct Hwy 124	47.9	6	0	0	6	0	0
55-13	Jct Hwy 124 - Green Lake	29.5	14	0	0	14	0	0
55-14	Green Lake - Meadow Lake	47.8	21	2	0	23	3	0
55-15	Meadow Lake - S Jct Hwy 26	67.4	15	5	0	20	7	0
55-16	Peerless - Alberta Border	52.1	22	1	0	23	1	0
56-01	Indian Head - Katepwa Lake	21.1	1	1	0	2	1	0
56-02	Katepwa Lake - Fort Qu'Appelle	20.2	5	3	0	8	3	0
56-03	Fort Qu'Appelle - Echo Lake	11.3	3	0	0	3	0	0
57-01	Manitoba Border - Jct Hwy 5	19.3	4	1	0	5	4	0
58-01	Jct Hwy 18 - Lafleche	35.6	6	0	0	6	0	0
58-02	Lafleche - Gravelbourg	19.7	10	0	0	10	0	0
58-03	Gravelbourg - Jct Hwy 363	31.8	6	1	0	7	1	0
58-04	Jct Hwy 363 - Jct Hwy 1	35.9	2	0	0	2	0	0
60-01	Pike Lake - Saskatoon	24.0	20	1	1	22	1	1
80-01	Esterhazy - Churchbridge	31.4	6	0	0	6	0	0
99-10	Jct Hwy 6 - Craven	20.9	1	0	0	1	0	0
102-25	La Ronge - Sucker River	30.3	8	3	0	11	4	0
102-26	Sucker River - Otter Rapids	54.3	13	1	1	15	3	1
102-27	Otter Rapids - Island Lake Cr	52.2	7	0	0	7	0	0
102-28	Island Lake Cr - Waddy River Br	36.4	2	0	0	2	0	0
102-29	Waddy River Br - Southend	43.4	8	0	0	8	0	0
106-01	Smeaton - Jct Hwy 120	68.1	12	3	0	15	3	0
106-02	Jct Hwy 20 - Jct Hwy 165	67.1	17	4	0	21	4	0
106-03	Jct Hwy 165 - Deschambault Lake	82.1	7	1	0	8	3	0
106-04	Deschambault Lake - Jct Hwy 135	40.6	3	2	0	5	2	0
106-05	Jct Hwy 135 - Flin Flon	68.0	6	0	0	6	0	0
120-01	Meath Park - Candle Lake	32.3	12	2	0	14	2	0
120-02	Candle Lake - Lower Fishing Lake	57.8	8	2	0	10	5	0

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Highway — Control Section		Length in Km's	Accidents				Persons	
			Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
123-01	Jct Hwy 163 - Kennedy Creek	41.8	5	1	0	6	1	0
123-02	Kennedy Creek - Cumberland Hse.	92.1	11	2	1	14	2	1
135-01	Jct Hwy 106 - Pelican Narrows	51.5	10	3	0	13	6	0
135-02	Pelican Narrows - Sandy Bay	70.2	7	1	0	8	2	0
155-01	Green Lake - Jct Hwy 101	94.5	24	5	0	29	6	0
155-02	Jct Hwy 101 - Buffalo Narrows	101.2	10	2	0	12	4	0
155-03	Buffalo Narrows - La Loche	105.3	3	4	0	7	8	0
165-01	Jct Hwy 106 - Jct Hwy 2	96.3	4	1	0	5	3	0
165-02	Jct Hwy 2 - Besnard Lake Rd	55.3	4	1	0	5	1	0
165-03	Besnard Lake Rd - Key Lake Rd	56.6	9	0	0	9	0	0
165-04	Key Lake Rd - Jcy Hwy 155	66.0	6	2	0	8	2	0
167-01	Sturgeon Weir River - Denare Beach	29.7	1	3	1	5	5	1
167-02	Denare Beach - Creighton	20.1	5	11	0	16	22	0
201-01	Broadview - Jct Hwy 247	19.2	4	2	0	6	2	0
202-01	Tuxford - Buffalo Pound Lake	15.5	1	1	0	2	2	0
204-01	Battlefords Provincial Park	5.1	0	1	0	1	2	0
209-01	Jct Hwy 9 - Kenosee Lake	4.2	6	1	0	7	1	0
210-01	Fort Qu'Appelle - Echo Valley	8.9	4	0	0	4	0	0
210-02	Echo Valley - Jct Hwy 10	12.1	3	0	0	3	0	0
211-01	Dundurn - Blackstrap Lake	7.3	1	0	0	1	0	0
212-01	Duck Lake - Saskatchewan River	25.2	2	1	0	3	2	0
219-01	Danielson Provincial Park	4.4	1	0	0	1	0	0
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	1	5	0	6	11	0
219-03	Jct Hwy 15 - White Cap I.R.	38.0	10	2	0	12	2	0
219-04	White Cap I.R. - Saskatoon	32.5	11	2	0	13	2	0
220-01	Bulyea - Rowan's Ravine	22.5	0	0	0	0	0	0
221-01	Jct Hwy 21 - Cypress Hills Prov Park	4.0	3	0	0	3	0	0
224-01	Jct Hwy 4 - Goodsoil	47.2	6	0	0	6	0	0
225-01	Jct Hwy 2 - Jct Hwy 312	36.7	0	0	0	0	0	0
229-01	Jct Hwy 9 - Good Spirit Lake	16.6	2	0	0	2	0	0
229-02	Good Spirit Prov. Park - Jct Hwy 47	6.6	1	0	0	1	0	0
240-01	Jcy Hwy 55 - P.A. National Park	40.3	1	1	0	2	1	0
247-01	Jcy Hwy 9 - Jct Hwy 47	49.9	8	2	0	10	2	0
255-01	Jct Hwy 55 - Tobin Lake	23.4	6	0	0	6	0	0
261-01	Sask. Landing - Jct Hwy 4	7.9	1	0	0	1	0	0
261-02	Sask. Landing Prov. Park (Jct Hwy 4 W)	3.6	0	0	0	0	0	0
263-01	Jct Hwy 2 - Prince Albert Park	18.1	6	5	0	11	5	0
264-01	Jct Hwy 2 - Prince Albert	8.0	1	0	0	1	0	0
271-01	Maple Creek - Cypress Hills	42.9	6	0	0	6	0	0
271-02	Jct Hwy 271-01 - Fort Walsh	9.5	1	0	0	1	0	0
301-01	Jct Hwy 1 - Jct Hwy 202	21.3	5	0	0	5	0	0
302-01	South Sask. River - Prince Albert	38.4	1	1	0	2	1	0
302-02	Prince Albert - 30 Km West	26.9	6	3	0	9	4	0
303-01	Turtleford - Jct Hwy 21	23.2	3	0	0	3	0	0
303-02	E. of Lloydminster - Jct Hwy 16	17.8	3	0	0	3	0	0
304-01	Jct Hwy 4 - Jct Hwy 26	50.4	13	4	0	17	5	0
305-01	Warman - Jct Hwy 12	7.7	4	3	0	7	4	0
305-02	Jct Hwy 12 - Langham	24.6	1	4	0	5	11	0
306-01	Jct Hwy 35 - Riceton	39.0	1	1	0	2	1	0
306-02	Riceton - Jct Hwy 6	27.8	1	0	0	1	0	0
307-01	Jct Hwy 7 - Smiley	17.8	8	2	0	10	2	0
307-02	Smiley - Jct Hwy 21	29.3	1	3	0	4	3	0
308-01	Manitoba Border - Jct Hwy 8	14.8	4	0	0	4	0	0
309-01	Ebenezer - Rhein	18.3	2	0	0	2	0	0
310-01	Balcarres - Ituna	42.5	3	1	0	4	1	0
310-03	Jct Hwy 52 - Foam Lake	50.5	3	1	0	4	6	0
310-04	Foam Lake - Kuroki	30.4	3	0	0	3	0	0
312-01	Wakaw - Rosthern	40.9	0	3	0	3	4	0
312-02	Rosthern - Jct Hwy 12	37.0	5	0	0	5	0	0
317-01	Jct Hwy 7 - S Jct Hwy 51	46.9	2	2	0	4	3	0
317-02	N Jct Hwy 51 - Jct Hwy 31	45.1	2	0	0	2	0	0
318-01	Carnduff - Alida	27.8	1	0	0	1	0	0
320-01	Jct Hwy 20 - Domremy	26.3	1	0	0	1	0	0

1988 Traffic Accident Statistics by Highway Control Section

Highway — Control Section		Length in Km's	Accidents				Persons	
			Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
321-01	Liebenthal - Alberta Border	33.2	4	1	0	5	3	0
322-01	Jct Hwy 20 - Jct Hwy 220	26.3	3	1	0	4	2	0
324-01	Jcy Hwy 378 - Maytair	18.6	1	0	0	1	0	0
332-01	Jct Hwy 32 - Hazlet	43.9	1	0	0	1	0	0
334-01	Jct Hwy 13 - Avonlea	62.4	4	2	0	6	3	0
334-02	Avonlea - Corinne	33.9	3	0	0	3	0	0
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	1	1	0	2	1	0
335-02	Jct Hwy 35 - Gronlid	29.7	0	2	1	3	3	1
339-01	Avonlea - Jct Hwy 39	50.1	2	0	1	3	1	1
340-01	Radisson - Hafford	30.6	5	1	0	6	1	0
342-01	Jct Hwy 42 - Beechy	11.8	0	0	0	0	0	0
342-02	Beechy - Clearwater Lake	43.2	2	0	1	3	1	1
342-03	Clearwater Lake - Jct Hwy 4	7.5	3	1	0	4	2	0
342-04	Jct Hwy 4 - Lacadena	31.2	0	1	0	1	2	0
343-01	Jct Hwy 4 - Simmie	32.9	2	0	0	2	0	0
349-10	Jcy Hwy 38 - Archerwill	23.1	2	0	0	2	0	0
349-11	Jct Hwy 35 - Naicam	32.6	5	0	0	5	0	0
350-01	U.S. Border - Jct Hwy 18	16.3	1	0	0	1	0	0
354-01	Bethune - Dilke	20.6	5	0	0	5	0	0
355-01	Meath Park - Spruce Home	28.0	1	0	0	1	0	0
355-02	Spruce Home - 11 km West	11.0	1	1	0	2	1	0
357-01	Togo - Jct Hwy 8	20.4	3	1	0	4	1	0
358-01	Wood Mountain - Limerick	42.6	4	0	1	5	0	1
361-11	Manitoba Border - Jct Hwy 8	18.8	0	0	0	0	0	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.9	1	0	0	1	0	0
361-13	Jct Hwy 9 - Jct Hwy 47	55.2	4	1	0	5	1	0
363-01	Moose Jaw - Courval	70.6	7	0	0	7	0	0
363-02	Courval - Hodgeville	57.5	3	1	0	4	4	0
363-03	Hodgeville - Jct Hwy 4	71.6	5	2	0	7	2	0
364-01	Balgonie - Edgeley	36.5	0	2	0	2	2	0
365-01	Watrous - Plunkett	35.3	9	1	0	10	2	0
367-01	Eyebrow - Jct Hwy 19	23.8	2	1	0	3	1	0
368-01	Muenster - St. Brieux	56.5	9	0	0	9	0	0
368-02	St. Brieux - Beatty	33.4	3	0	1	4	0	1
369-01	Jct Hwy 10 - Togo	20.6	0	0	0	0	0	0
371-01	Fox Valley - Alberta Border	41.5	7	0	0	7	0	0
373-01	Jct Hwy 42 - Birsay	14.0	0	0	0	0	0	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.0	0	1	0	1	1	0
376-01	Jct Hwy 14 - Arelee	29.4	4	0	0	4	0	0
376-02	Arelee - Sonningdale	26.1	0	1	0	1	1	0
376-03	Sonningdale - Maymont	21.4	4	0	0	4	0	0
376-04	Maymont - Jct Hwy 40	18.0	0	0	0	0	0	0
376-05	Jct Hwy 40 - Jct Hwy 324	25.9	0	0	0	0	0	0
377-01	Radville - Ceylon	22.9	5	0	0	5	0	0
378-01	Jct Hwy 4 - Rabbit Lake	67.0	11	1	0	12	2	0
378-02	Rabbit Lake - Spiritwood	41.6	11	3	0	14	4	0
379-01	McMahon - Wymark	18.4	1	1	0	2	2	0
381-01	MacNutt - Jct Hwy 8	24.6	1	0	0	1	0	0
397-01	Allan - Elstow	12.4	0	0	0	0	0	0
Other*			41	9	2	52	17	2
Total			**4250**	**1032**	**88**	**5370**	**1782**	**110**

*Includes industrial access roads, northern tributaries, stub-connectors, service roads and not stated control sections.

Different levels of accident aggregation are necessary for a meaningful understanding of accidents and the development of suitable countermeasures. It is most important to know where accidents are happening, as well as when, how and to whom. These sections of the report group accidents in a way that various jurisdictions can review their accident frequency. The next level breakdown that TAIS provides is the exact location detailed listings. This data is not published in this report but is sent out to each individual jurisdiction for their own use in accident studies.

Provincial highway accidents are summarized by control sections. These sections are permanent unit lengths of highway described by reference points such as junctions, urban limits or other geographical locations. Traffic volumes in the form of the average annual daily traffic (AADT) for these sections can be obtained from the Design and Traffic Safety Branch for anyone wishing to calculate accident rates on a specific section.

Saskatchewan Department of Highways and Transportation use these data and other associated analysis to develop an annual program for the provincial highway system. Studies of specific locations are valuable for the design of countermeasures at accident prone locations.

In 1988, 5,370 accidents occurred on provincial highways. This represents 15.8% of the total accidents in Saskatchewan.

Section 12

1988 Traffic Accident Statistics by City

Cities	1988 Population	Accidents					Persons	
		Property Damage	Personal Injury	Fatal	Total	Accident Rate Acc./100 Population	Number Injured	Number Killed
Estevan	10,498	270	45	0	315	3.0	58	0
Lloydminster	6,960	273	41	0	314	4.5	60	0
Melfort	6,296	93	10	0	103	1.6	11	0
Melville	5,353	96	10	0	106	2.0	15	0
Moose Jaw	35,522	919	159	1	1,079	3.0	234	1
North Battleford	14,745	517	114	1	632	4.3	154	1
Prince Albert	34,369	661	155	2	818	2.4	200	2
Regina	179,400	5,673	1,739	7	7,419	4.1	2,348	10
Saskatoon	183,487	7,707	1,120	11	8,838	4.8	1,446	13
Swift Current	16,144	383	83	0	466	2.9	110	0
Weyburn	10,347	171	31	0	202	2.0	40	0
Yorkton	16,121	318	79	2	399	2.5	118	2
Total	**519,242**	**17,081**	**3,586**	**24**	**20,691**	**4.0**	**4,794**	**29**

1988 Traffic Accident Statistics by Town and Village
With a Population of 250 or more

Urban Community	1988 Census Population	Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed
Aberdeen	513	4	0	0	4	0	0
Abernethy	253	1	0	0	1	0	0
Air Ronge	441	7	2	0	9	2	0
Alameda	338	3	1	0	4	2	0
Allan	881	7	0	0	7	0	0
Alsask	281	4	1	0	5	1	0
Arborfield	476	2	0	0	2	0	0
Archerwill	297	2	2	0	4	2	0
Arcola	546	4	0	0	4	0	0
Asquith	609	3	0	0	3	0	0
Assiniboia	2,991	48	4	0	52	5	0
Avonlea	432	3	0	0	3	0	0
Balcarres	722	3	1	0	4	2	0
Balgonie	1,048	12	3	0	15	4	0
Battleford	4,098	43	12	0	55	17	0
Beauval	761	5	1	0	6	1	0
Beechy	335	3	0	0	3	0	0
Bengough	535	5	0	0	5	0	0
Bethune	389	1	2	0	3	2	0
Bienfait	856	8	0	0	8	0	0
Big River	942	9	0	1	10	0	3
Biggar	2,565	32	4	0	36	5	0
Birch Hills	991	11	0	0	11	0	0
Bjorkdale	295	3	0	0	3	0	0
Blaine Lake	632	8	3	0	11	3	0
Bredenbury	485	3	0	0	3	0	0
Broadview	774	8	1	0	9	3	0
Bruno	766	8	0	0	8	0	0
Buchanan	383	1	1	0	2	4	0
Buffalo Narrows	1,237	16	2	0	18	2	0
Cabri	643	5	0	0	5	0	0
Candle Lake	293	2	0	0	2	0	0
Canoe Narrows	320	0	0	0	0	0	0
Canora	2,595	50	1	0	51	1	0
Canwood	385	7	0	0	7	0	0
Carlyle	1,272	19	1	0	20	2	0
Carnduff	1,057	11	2	0	13	2	0
Carrot River	1,184	23	5	0	28	5	0
Central Butte	524	7	0	0	7	0	0

1988 Traffic Accident Statistics by Town and Village
With a Population of 250 or more

Urban Community	1988 Census Population	Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed
Chaplin	381	3	0	0	3	0	0
Choiceland	557	2	0	0	2	0	0
Churchbridge	1,051	5	0	0	5	0	0
Clavet	353	3	0	0	3	0	0
Climax	237	5	0	0	5	0	0
Codette	262	1	0	0	1	0	0
Coleville	441	7	0	0	7	0	0
Colonsay	455	4	0	0	4	0	0
Coronach	985	5	0	0	5	0	0
Craik	547	9	1	0	10	1	0
Craven	294	0	0	0	0	0	0
Creighton	1,846	24	4	0	28	7	0
Cudworth	826	6	0	0	6	0	0
Cumberland House	869	1	3	0	4	5	0
Cupar	650	3	1	0	4	1	0
Cut Knife	623	7	2	0	9	2	0
Dalmeny	1,400	1	2	0	3	2	0
Davidson	1,232	23	2	0	25	2	0
Debden	394	11	0	0	11	0	0
Delisle	1,022	10	4	0	14	9	0
Denare Beach	603	3	1	0	4	1	0
Denzil	255	3	0	0	3	0	0
Dinsmore	400	0	1	0	1	2	0
Dodsland	290	2	0	0	2	0	0
Duck Lake	644	9	1	0	10	1	0
Dundurn	591	2	1	0	3	1	0
Dysart	269	2	0	0	2	0	0
Earl Grey	312	2	0	0	2	0	0
Eastend	699	5	0	0	5	0	0
Eatonia	590	3	0	0	3	0	0
Edam	472	3	0	0	3	0	0
Elbow	354	7	0	0	7	0	0
Elrose	685	5	1	0	6	1	0
Englefeld	266	2	0	0	2	0	0
Esterhazy	3,135	35	7	0	42	8	0
Eston	1,403	15	1	0	16	1	0
Fillmore	355	3	1	0	4	1	0
Flin Flon	348	8	1	0	9	1	0
Foam Lake	1,553	11	1	0	12	1	0
Fort Qu'Appelle	1,973	28	6	0	34	12	0
Fox Valley	361	5	0	0	5	0	0
Frontier	424	5	0	0	5	0	0
Gainsborough	358	4	0	0	4	0	0
Glaslyn	472	5	2	0	7	4	0
Glenavon	284	2	0	0	2	0	0
Goodsoil	277	2	0	0	2	0	0
Govan	334	7	0	0	7	0	0
Gravelbourg	1,348	10	1	0	11	1	0
Grayson	276	4	0	0	4	0	0
Green Lake	626	3	1	0	4	5	0
Grenfell	1,267	18	3	0	21	5	0
Gull Lake	1,109	18	2	0	20	4	0
Hafford	537	10	0	0	10	0	0
Hague	649	8	3	0	11	5	0
Hanley	531	4	0	0	4	0	0
Harris	241	2	0	0	2	0	0
Hepburn	465	2	0	0	2	0	0
Herbert	1,027	13	3	0	16	6	0
Hodgeville	288	1	0	0	1	0	0
Holdfast	271	7	0	0	7	0	0

1988 Traffic Accident Statistics by Town and Village
With a Population of 250 or more

Urban Community	1988 Census Population	Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed
Hudson Bay	2,233	27	3	0	30	3	0
Humboldt	5,331	102	12	0	114	17	0
Ile a la Crosse	1,184	4	4	1	9	10	1
Imperial	428	3	1	0	4	1	0
Indian Head	1,933	27	3	0	30	5	0
Invermay	357	4	0	0	4	0	0
Ituna	860	17	3	0	20	3	0
Kamsack	2,530	46	10	0	56	10	0
Kelliher	400	2	1	0	3	1	0
Kelvington	1,062	12	3	0	15	6	0
Kenaston	342	8	2	0	10	3	0
Kennedy	300	0	0	0	0	0	0
Kerrobert	1,250	20	0	0	20	0	0
Kindersley	5,059	122	15	0	137	22	0
Kinistino	755	12	3	0	15	6	0
Kipling	1,050	17	0	0	17	0	0
Kyle	536	4	0	0	4	0	0
La Loche	1,910	14	6	0	20	8	0
La Ronge	3,030	38	4	0	42	4	0
Lafleche	520	4	0	0	4	0	0
Laird	266	2	0	0	2	0	0
Lake Lenore	352	7	0	0	7	0	0
Lampman	676	9	2	0	11	3	0
Landis	258	4	0	0	4	0	0
Langenburg	1,351	16	3	0	19	4	0
Langham	1,271	9	1	0	10	1	0
Lanigan	1,586	12	2	0	14	3	0
Lashburn	851	9	1	0	10	2	0
Leader	1,073	20	4	0	24	8	0
Leask	504	5	0	0	5	0	0
Lemberg	421	3	0	0	3	0	0
Leoville	418	7	1	0	8	1	0
Leroy	524	1	1	0	2	1	0
Lestock	340	7	0	0	7	0	0
Lipton	342	1	0	0	1	0	0
Loon Lake	413	5	0	0	5	0	0
Lucky Lake	397	3	0	0	3	0	0
Lumsden	1,504	13	1	0	14	1	0
Luseland	721	12	0	0	12	0	0
Macklin	1,087	12	0	0	12	0	0
Maidstone	1,114	15	3	0	18	3	0
Mankota	403	7	0	0	7	0	0
Manor	385	5	0	0	5	0	0
Maple Creek	2,517	50	6	0	56	7	0
Marcelin	260	3	0	0	3	0	0
Marshall	644	0	4	0	4	5	0
Martensville	3,240	19	3	0	22	5	0
Maryfield	434	2	0	0	2	0	0
McLean	277	1	0	0	1	0	0
Meadow Lake	4,188	106	6	0	112	9	0
Meath Park	310	1	0	0	1	0	0
Meota	303	1	1	0	2	1	0
Midale	553	1	1	0	2	1	0
Middle Lake	279	1	0	0	1	0	0
Milden	256	1	0	0	1	0	0
Milestone	611	4	2	0	6	4	0
Montmartre	538	8	0	0	8	0	0
Moosomin	2,581	39	7	2	48	14	2
Morse	359	7	1	0	8	1	0
Mortlach	318	0	0	0	0	0	0

1988 Traffic Accident Statistics by Town and Village
With a Population of 250 or more

Urban Community	1988 Census Population	Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed
Mossbank	444	9	0	0	9	0	0
Meunster	438	4	0	0	4	0	0
Naicam	974	9	1	0	10	3	0
Neilburg	385	4	0	0	4	0	0
Neudorf	391	3	0	0	3	0	0
Nipawin	4,956	83	6	1	90	8	1
Nokomis	522	4	1	0	5	1	0
Norquay	572	3	0	0	3	0	0
Ogema	431	1	0	0	1	0	0
Osler	635	1	0	0	1	0	0
Outlook	2,216	22	2	0	24	2	0
Oxbow	1,270	13	2	0	15	2	0
Pangman	282	3	0	0	3	0	0
Paradise Hill	475	8	1	0	9	1	0
Payton	247	1	1	0	2	1	0
Pelican Narows	323	7	2	0	9	2	0
Pelly	417	2	0	0	2	0	0
Pense	561	3	0	0	3	0	0
Perdue	430	3	0	0	3	0	0
Pierceland	526	8	1	0	9	1	0
Pilot Butte	1,498	7	1	0	8	1	0
Pinehouse	742	2	0	0	2	0	0
Ponteix	687	6	0	0	6	0	0
Porcupine Plain	913	12	2	0	14	3	0
Preeceville	1,305	18	4	0	22	7	0
Prelate	264	0	0	0	0	0	0
Punnichy	346	5	1	1	7	3	1
Qu'Appelle	754	5	2	0	7	2	0
Quill Lake	505	8	0	0	8	0	0
Radisson	444	8	2	0	10	2	0
Radville	974	11	1	0	12	1	0
Raymore	645	5	2	0	7	3	0
Redvers	925	16	0	0	16	0	0
Regina Beach	939	11	1	0	12	1	0
Rocanville	912	10	2	0	12	2	0
Rockglen	551	2	1	0	3	1	0
Rose Valley	486	11	0	0	11	0	0
Rosetown	2,808	56	4	0	60	4	0
Rosthern	1,549	14	2	0	16	2	0
Rouleau	499	7	0	0	7	0	0
Saltcoats	629	6	0	0	6	0	0
Sandy Bay	752	6	0	0	6	0	0
Sedley	369	0	0	0	0	0	0
Semans	333	2	1	0	3	1	0
Shaunavon	2,081	28	0	0	28	0	0
Sheho	250	0	0	0	0	0	0
Shellbrook	1,382	15	2	0	17	3	0
Shell Lake	250	4	1	0	5	1	0
Smeaton	288	1	0	0	1	0	0
South End	269	0	0	0	0	0	0
Southey	703	5	1	0	6	4	0
Spalding	332	2	0	0	2	0	0
Spiritwood	1,002	12	1	0	13	1	0
Springside	997	2	1	0	3	1	0
Spy Hill	340	2	1	0	3	4	0
St. Brieux	440	7	1	0	8	3	0
St. Louis	456	3	1	0	4	1	0

Section 12

1988 Traffic Accident Statistics by Town and Village
With a Population of 250 or more

Urban Community	1988 Census Population	Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed
St. Walburg	759	12	0	0	12	0	0
Star City	563	10	0	0	10	0	0
Stockholm	410	1	1	0	2	1	0
Stoughton	811	6	0	0	6	0	0
Strasbourg	807	10	1	0	11	2	0
Sturgis	761	8	1	0	9	1	0
Theodore	456	4	1	0	5	2	0
Tisdale	3,404	81	10	0	91	13	0
Tompkins	247	4	1	0	5	1	0
Torquay	315	1	0	0	1	0	0
Turtleford	517	6	0	0	6	0	0
Unity	2,425	45	3	0	48	3	0
Vanguard	267	3	0	1	4	2	1
Vanscoy	381	3	0	0	3	0	0
Vibank	391	1	0	0	1	0	0
Viscount	361	1	0	0	1	0	0
Vonda	306	2	0	0	2	0	0
Wadena	1,717	22	1	0	23	1	0
Wakaw	1,054	8	1	0	9	1	0
Waldeck	335	2	0	0	2	0	0
Waldheim	833	5	0	0	5	0	0
Wapella	456	9	3	0	12	4	0
Warman	2,723	16	3	0	19	4	0
Watrous	2,059	31	1	0	32	1	0
Watson	926	8	1	0	9	2	0
Wawota	700	5	2	0	7	2	0
Weldon	267	0	0	0	0	0	0
White City	972	1	1	0	2	1	0
White Fox	480	7	0	0	7	0	0
Whitewood	1,141	20	2	0	22	4	0
Wilkie	1,563	20	4	0	24	7	0
Willow Bunch	518	1	0	0	1	0	0
Wolseley	901	10	4	0	14	4	0
Wynyard	2,206	31	2	0	33	2	0
Yellow Grass	572	8	1	0	9	2	0
Young	407	5	1	0	6	1	0
Zenon Park	258	2	1	0	3	1	0
Towns and Villages under 250 population		241	36	0	277	58	0
Total		**2,882**	**358**	**7**	**3,227**	**518**	**9**

Listing accidents by urban location is a feature of TAIS that provides a direct service to urban municipalities. This is the tenth year this data has been available. All reported accidents which occurred within the urban limits are provided in this section.

The Traffic Accident Information System has another feature that lists the details of all reported accidents of each town and city by location. This information and other summaries are provided directly to urban municipal offices and police departments on a regular basis.

Quick Facts on 1988 Urban Accidents
- 23,918 or 70.3% of all reported accidents occurred in Urban areas
- 20,691 or 86.5% of Urban accidents occurred in Saskatchewan Cities
- 70% of the Urban accidents occur in Regina and Saskatoon
- 3,683 or 15.4% were single vehicle accidents
- 286 were motorcycle accidents
- 286 involved bicyclists
- 416 involved pedestrians
- Urban accidents accounted for over $59.5 million in property damages

Ten Year Summary of Urban Accidents
- Since January 1979 there has been a total of 268,489 accidents reported in cities, town and villages. As a result of these accidents, 47,867 people have been injured and 469 killed.

1988 Traffic Accident Statistics by Rural Municipality

Rural Municipality		Accidents					Persons	
		Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Injured	Killed
001	Argyle	11	0	0	11	2.8	0	0
002	Mount Pleasant	22	3	1	26	3.6	5	1
003	Enniskillen	17	5	0	22	3.7	9	0
004	Coalfields	11	2	0	13	1.6	2	0
005	Estevan	19	8	1	28	3.9	13	1
006	Cambria	6	2	0	8	1.9	2	0
007	Souris Valley	6	1	0	7	1.9	1	0
008	Lake Alma	4	0	0	4	1.4	0	0
009	Suprise Valley	5	0	0	5	2.2	0	0
010	Happy Valley	3	1	0	4	4.0	2	0
011	Hart Butte	11	3	0	14	3.1	7	0
012	Poplar Valley	4	1	0	5	1.9	2	0
017	Val Marie	4	0	0	4	1.2	0	0
018	Lone Tree	1	0	0	1	0.5	0	0
019	Frontier	3	3	0	6	1.9	3	0
031	Storthoaks	15	3	0	18	4.5	5	0
032	Reciprocity	17	2	0	19	2.8	2	0
033	Moose Creek	9	1	0	10	1.5	1	0
034	Browning	13	5	0	18	1.4	6	0
035	Benson	3	1	0	4	0.7	1	0
036	Cymri	15	2	0	17	1.2	8	0
037	Lomond	8	2	0	10	1.2	3	0
038	Laurier	11	1	0	12	2.4	1	0
039	The Gap	6	1	0	7	2.3	1	0
040	Bengough	14	2	0	16	3.3	2	0
042	Willow Bunch	10	3	0	13	2.6	3	0
043	Old Post	7	0	0	7	1.6	0	0
044	Waverly	8	3	0	11	3.5	4	0
045	Mankota	8	1	0	9	1.9	2	0
046	Glen McPherson	4	1	0	5	3.2	1	0
049	White Valley	24	4	0	28	3.3	9	0
051	Reno	7	0	0	7	1.7	0	0
061	Antler	14	3	0	17	2.8	4	0
063	Moose Mountain	20	2	2	24	3.8	5	5
064	Brock	16	4	0	20	3.6	5	0
065	Tecumseh	11	0	0	11	2.5	0	0
066	Griffin	9	6	0	15	2.6	13	0
067	Weyburn	16	2	0	18	2.6	13	0
068	Brokenshell	2	0	0	2	0.7	0	0
069	Norton	6	2	0	8	2.2	4	0
070	Key West	3	2	0	5	0.9	5	0
071	Excel	6	0	0	6	1.2	0	0
072	Lake of the Rivers	6	5	0	11	1.8	8	0
073	Stonehedge	4	2	0	6	1.2	3	0
074	Wood River	9	1	0	10	2.8	1	0
075	Pinto Creek	4	0	0	4	1.0	0	0
076	Auvergne	8	1	0	9	1.9	1	0
077	Wise Creek	1	0	0	1	0.4	0	0
078	Grassy Creek	7	0	0	7	2.7	0	0
079	Arlington	12	2	1	15	4.0	2	1
091	Maryland	11	3	0	14	3.0	4	0
092	Walpole	5	2	0	7	1.3	2	0
093	Wawken	8	2	0	10	2.2	2	0
094	Hazelwood	12	1	0	13	2.8	2	0
095	Golden West	7	0	0	7	1.3	0	0
096	Fillmore	11	4	1	16	2.4	6	1
097	Wellington	4	3	0	7	1.8	4	0
098	Scott	5	2	0	7	1.3	8	0
099	Caledonia	3	1	0	4	1.0	1	0
100	Elmsthorpe	9	3	1	13	3.2	6	1
101	Terrell	8	1	0	9	2.4	2	0
102	Lake Johnston	6	2	0	8	2.1	3	0
103	Sutton	6	2	0	8	1.2	2	0

Section 12

1988 Traffic Accident Statistics by Rural Municipality

Rural Municipality		Accidents					Persons	
		Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Injured	Killed
104	Gravelbourg	8	2	0	10	2.5	3	0
105	Glen Bain	4	0	0	4	1.1	0	0
106	Whiska Creek	5	2	0	7	1.5	3	0
107	Lac Pelletier	8	2	0	10	3.2	2	0
108	Bone Creek	6	0	0	6	1.5	0	0
109	Carmichael	12	1	0	13	2.9	1	0
110	Piapot	19	2	0	21	4.4	2	0
111	Maple Creek	18	6	0	24	3.3	7	0
121	Moosomin	17	1	0	18	2.9	2	0
122	Martin	15	1	0	16	2.6	1	0
123	Silverwood	11	0	0	11	1.8	0	0
124	Kingsley	11	1	0	12	1.4	1	0
125	Chester	7	2	0	9	1.5	2	0
126	Monmartre	19	5	0	24	3.2	11	0
127	Francis	11	5	0	16	2.1	6	0
128	Lajord	3	3	0	6	1.0	10	0
129	Bratt's Lake	6	8	0	14	3.0	10	0
130	Redburn	3	2	0	5	0.9	4	0
131	Baildon	8	0	1	9	1.7	2	1
132	Hillborough	1	1	0	2	1.9	1	0
133	Rodgers	2	1	0	3	1.2	2	0
134	Shamrock	8	1	0	9	3.3	3	0
135	Lawtonia	3	1	0	4	1.0	1	0
136	Coulee	4	2	0	6	1.4	3	0
137	Swift Current	23	5	0	28	3.4	9	0
138	Webb	17	1	0	18	3.7	1	0
139	Gull Lake	9	1	0	10	2.6	1	0
141	Big Stick	7	1	0	8	4.2	2	0
142	Enterprise	5	5	0	10	2.0	12	0
151	Rocanville	17	4	0	21	3.0	10	0
152	Spy Hill	19	4	0	23	4.2	5	0
153	Willowdale	9	0	0	9	2.0	0	0
154	Elcapo	15	2	0	17	2.0	8	0
155	Wolseley	18	5	0	23	3.4	8	0
156	Indian Head	16	6	0	22	2.9	14	0
157	South Qu'Appelle	13	4	0	17	2.9	7	0
158	Edenwold	34	14	0	48	3.3	22	0
159	Sherwood	61	20	0	81	4.1	28	0
160	Pense	11	3	0	14	2.2	3	0
161	Moose Jaw	14	5	0	19	2.8	10	0
162	Caron	10	2	0	12	2.4	4	0
163	Wheatlands	7	0	0	7	1.8	0	0
164	Chaplin	7	1	0	8	3.2	1	0
165	Morse	13	6	0	19	2.2	10	0
166	Excelsior	16	2	0	18	2.1	2	0
167	Saskatchewan Landing	10	2	0	12	2.9	3	0
168	Riverside	7	1	0	8	0.9	1	0
169	Pittville	8	1	0	9	1.8	2	0
171	Fox Valley	9	2	0	11	2.0	8	0
181	Langenburg	23	2	0	25	3.1	5	0
183	Fertile Belt	31	15	0	46	5.4	19	0
184	Grason	13	4	0	17	2.7	8	0
185	McLeod	7	1	0	8	1.1	1	0
186	Abernethy	9	3	0	12	2.1	5	0
187	North Qu'Appelle	15	2	0	17	2.8	4	0
189	Lumsden	32	9	1	42	4.0	21	1
190	Dufferin	8	2	0	10	2.1	2	0
191	Marquis	7	5	0	12	2.5	5	0
193	Eyebrow	3	0	0	3	0.6	0	0
194	Enfield	5	0	0	5	0.8	0	0
211	Churchbridge	13	3	0	16	2.0	4	0
213	Saltcoats	17	6	0	23	3.3	8	0
214	Cana	17	4	0	21	3.8	4	0

1988 Traffic Accident Statistics by Rural Municipality

Rural Municipality		Accidents					Persons	
		Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Injured	Killed
215	Stanley	5	1	0	6	0.9	2	0
216	Tullymet	3	2	0	5	1.6	2	0
217	Lipton	10	2	0	12	2.0	2	0
218	Cupar	7	4	0	11	1.4	9	0
219	Longlaketon	14	3	0	17	1.9	3	0
220	McKillop	11	2	0	13	2.0	5	0
221	Sarnia	7	3	0	10	1.4	4	0
222	Craik	8	1	0	9	1.5	1	0
223	Huron	9	1	0	10	2.8	3	0
224	Maple Bush	4	1	1	6	1.4	3	1
225	Canaan	3	3	0	6	1.3	3	0
226	Victory	8	9	1	18	4.5	16	1
228	Lacadena	12	4	0	16	1.7	8	0
229	Miry Creek	9	3	0	12	1.6	6	0
230	Clinworth	4	6	0	10	1.8	6	0
231	Happyland	13	5	2	20	2.9	7	2
232	Deer Forks	6	2	0	8	2.5	2	0
241	Calder	9	2	0	11	2.1	2	0
243	Wallace	15	1	0	16	2.0	1	0
244	Orkney	18	3	0	21	2.8	6	0
245	Garry	10	2	0	12	2.2	3	0
246	Ituna Bon Accord	12	5	0	17	3.3	7	0
247	Kellross	12	5	0	17	2.5	8	0
248	Touchwood	7	3	0	10	1.8	5	0
250	Last Mountain Valley	7	2	0	9	1.6	3	0
251	Big Arm	9	1	0	10	2.1	2	0
252	Arm River	3	2	0	5	0.8	2	0
253	Willner	5	1	0	6	1.5	2	0
254	Loreburn	8	1	0	9	2.0	1	0
255	Coteau	7	0	0	7	1.5	0	0
256	King George	4	0	0	4	1.5	0	0
257	Monet	2	4	0	6	0.9	5	0
259	Snipe Lake	11	2	1	14	1.3	5	2
260	Newcombe	3	2	0	5	1.0	2	0
261	Chesterfield	10	1	0	11	1.4	2	0
271	Cote	8	2	0	10	2.2	4	0
273	Sliding Hills	13	3	0	16	2.1	7	0
274	Good Lake	17	2	0	19	2.9	3	0
275	Insinger	7	1	0	8	1.2	2	0
276	Foam Lake	10	4	0	14	1.6	5	0
277	Emerald	10	2	0	12	1.8	3	0
278	Kutawa	7	6	0	13	3.0	11	0
279	Mount Hope	6	2	0	8	1.1	11	0
280	Wreford	3	1	0	4	0.9	2	0
281	Wood Creek	2	0	0	2	0.5	0	0
282	McCraney	8	2	0	10	1.9	3	0
283	Rosedale	3	3	0	6	1.0	4	0
284	Rudy	6	1	0	7	1.4	3	0
285	Fertile Valley	13	1	0	14	2.8	1	0
286	Milden	10	0	0	10	2.1	0	0
287	St. Andrews	8	1	0	9	1.3	1	0
288	Pleasant Valley	5	0	0	5	1.3	0	0
290	Kindersley	19	10	1	30	2.0	12	1
292	Milton	7	4	0	11	2.9	6	0
301	St. Philips	5	0	0	5	1.6	0	0
303	Keys	6	3	0	9	1.7	3	0
304	Buchanan	7	1	0	8	1.5	1	0
305	Invermay	7	0	0	7	1.4	0	0
307	Elfros	4	1	0	5	0.9	1	0
308	Big Quill	11	2	0	13	1.5	3	0
309	Prairie Rose	6	1	0	7	1.3	2	0
310	Usborne	15	1	0	16	1.7	1	0
312	Morris	12	2	0	14	2.0	3	0

Section 12

1988 Traffic Accident Statistics by Rural Municipality

Rural Municipality		Accidents					Persons	
		Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Injured	Killed
313	Lost River	4	1	0	5	1.2	1	0
314	Dundurn	16	4	0	20	4.6	5	0
315	Montrose	2	0	0	2	0.6	0	0
316	Harris	4	5	0	9	1.5	7	0
317	Marriott	4	2	0	6	1.2	2	0
318	Mountain View	8	2	1	11	2.1	5	1
319	Winslow	8	1	1	10	1.2	2	1
320	Oakdale	2	7	0	9	0.7	7	0
321	Prairiedale	5	0	0	5	0.7	0	0
322	Antelope Park	3	1	0	4	1.3	1	0
331	Livingston	8	2	0	10	1.6	2	0
333	Clayton	11	6	0	17	2.1	9	0
334	Preeceville	20	8	0	28	2.5	8	0
335	Hazel Dell	8	1	0	9	1.4	1	0
336	Sasman	12	4	0	16	1.8	15	0
337	Lakeview	6	3	1	10	1.6	5	1
338	Lakeside	9	2	0	11	1.9	4	0
339	Leroy	7	1	1	9	0.9	4	1
340	Wolverine	8	2	0	10	1.7	2	0
341	Viscount	7	1	0	8	1.5	1	0
342	Colonsay	2	0	0	2	0.5	0	0
343	Blucher	15	1	0	16	2.3	1	0
344	Corman Park	94	35	2	131	3.6	56	3
345	Vanscoy	27	5	0	32	2.7	5	0
346	Perdue	6	0	0	6	1.0	0	0
347	Biggar	21	6	0	27	4.7	7	0
349	Grandview	8	2	0	10	2.2	3	0
350	Mariposa	8	1	0	9	2.5	2	0
351	Progress	7	1	0	8	1.1	1	0
352	Heart's Hill	10	1	0	11	1.3	5	0
366	Kelvington	12	3	1	16	1.8	8	1
367	Ponass Lake	12	7	0	19	2.2	8	0
368	Spalding	8	4	0	12	1.3	7	0
369	St. Peter	16	4	0	20	1.8	6	0
370	Humboldt	16	4	1	21	2.1	4	1
371	Bayne	10	2	1	13	1.8	3	2
372	Grant	7	5	0	12	2.9	8	0
373	Aberdeen	9	2	0	11	2.0	2	0
376	Eagle Creek	5	2	0	7	1.4	3	0
377	Glenside	12	2	0	14	2.8	2	0
278	Rosemount	3	1	0	4	1.5	2	0
379	Reford	7	4	0	11	1.9	13	0
380	Tramping Lake	7	1	0	8	2.3	1	0
381	Grass Lake	3	4	0	7	1.0	5	0
382	Eye Hill	16	9	0	25	2.9	16	0
394	Hudson Bay	24	2	0	26	4.3	2	0
395	Porcupine	19	5	0	24	1.8	9	0
397	Barrier Valley	11	5	0	16	3.3	10	0
398	Pleasantdale	14	3	0	17	2.3	5	0
399	Lake Lenore	9	0	0	9	1.5	0	0
400	Three Lakes	17	2	0	19	2.1	3	0
401	Hoodoo	13	6	0	19	2.3	10	0
402	Fish Creek	3	2	0	5	1.1	3	0
403	Rosthern	12	9	0	21	1.8	14	0
404	Laird	9	2	0	11	1.4	2	0
405	Great Bend	8	1	0	9	1.6	1	0
406	Mayfield	4	2	0	6	2.3	2	0
408	Prairie	9	2	0	11	2.0	5	0
409	Buffalo	8	4	0	12	1.8	6	0
410	Round Valley	10	7	0	17	3.9	9	0
411	Senlac	10	0	0	10	2.4	0	0
426	Bjorkdale	12	2	1	15	1.5	4	1
427	Tisdale	10	9	0	19	2.8	15	0

1988 Traffic Accident Statistics by Rural Municipality

Rural Municipality		Accidents					Persons	
		Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Injured	Killed
428	Star City	15	5	0	20	2.3	10	0
429	Flett's Springs	5	7	0	12	1.0	10	0
430	Invergordon	9	3	0	12	1.6	5	0
431	St. Louis	11	4	1	16	2.3	9	1
434	Blaine Lake	7	1	0	8	1.5	1	0
435	Redberry	23	5	0	28	3.6	7	0
436	Douglas	5	3	0	8	1.7	8	0
437	North Battleford	15	3	0	18	4.4	3	0
438	Battle River	6	1	0	7	2.3	3	0
439	Cut Knife	10	4	0	14	2.3	10	0
440	Hillsdale	11	3	0	14	2.2	6	0
442	Manitou Lake	18	3	0	21	2.4	4	0
456	Arborfield	13	0	0	13	2.0	0	0
457	Connaught	8	1	0	9	1.2	1	0
458	Willow Creek	7	2	0	9	1.0	6	0
459	Kinistino	5	7	0	12	1.0	10	0
460	Birch Hills	7	3	0	10	1.5	3	0
461	Prince Albert	16	8	0	24	2.4	13	0
463	Duck Lake	6	1	0	7	1.7	1	0
464	Leask	15	9	1	25	2.4	21	5
466	Meeting Lake	29	1	0	30	5.3	2	0
467	Round Hill	7	7	0	14	3.2	9	0
468	Meota	19	1	0	20	3.0	4	0
469	Turtle River	10	1	0	11	1.4	3	0
470	Paynton	8	5	0	13	4.3	12	0
471	Eldon	12	2	0	14	1.0	3	0
472	Wilton	25	2	0	27	1.2	3	0
486	Moose Range	14	3	0	17	1.7	4	0
487	Nipawin	14	3	0	17	1.7	5	0
488	Torch River	21	9	0	30	2.2	14	0
490	Garden River	6	2	0	8	1.5	4	0
491	Buckland	27	8	0	35	3.6	15	0
493	Shellbrook	15	2	0	17	1.4	3	0
494	Canwood	23	9	1	33	2.5	14	1
496	Spiritwood	46	5	0	51	4.4	7	0
497	Medstead	12	0	0	12	2.8	0	0
498	Parkdale	23	3	0	26	4.1	5	0
499	Mervin	12	4	1	17	2.5	4	1
501	Frenchman Butte	25	3	0	28	3.0	7	0
502	Britannia	28	4	0	32	2.1	6	0
520	Paddockwood	11	3	0	14	2.2	4	0
521	Lakeland	6	3	0	9	6.3	4	0
529	Greenfield	12	4	0	16	2.4	9	0
555	Big River	18	4	0	22	6.1	8	0
561	Loon Lake	26	6	1	33	4.7	17	1
588	Meadow Lake	20	6	0	26	2.5	8	0
622	Beaver River	28	2	0	30	6.2	4	0
Not Stated		1	0	0	1		0	0
Total		**3,264**	**883**	**30**	**4,157**		**1,412**	**40**

With the inception of TAIS it was possible for the first time to study traffic accidents occurring on rural municipal roads. Each specific accident is identified by land location codes enabling studies of problem locations that may be accident prone. This data enables rural municipalities and the Department of Rural Development to embark on specific traffic safety programs.

In 1988, 4,157 accidents occurred on rural roads. This represents 12.2% of the total accidents in Saskatchewan. The accident rate (Acc/MvKm) is calculated using the most recent traffic volumes available for each rural municipality, and represents the number of accidents which occur for every one million kilometres of travel. The 1988 Average Rural Municipal Accident Rate is 2.2

Section 13

The Safety Experience of Trucks in Saskatchewan

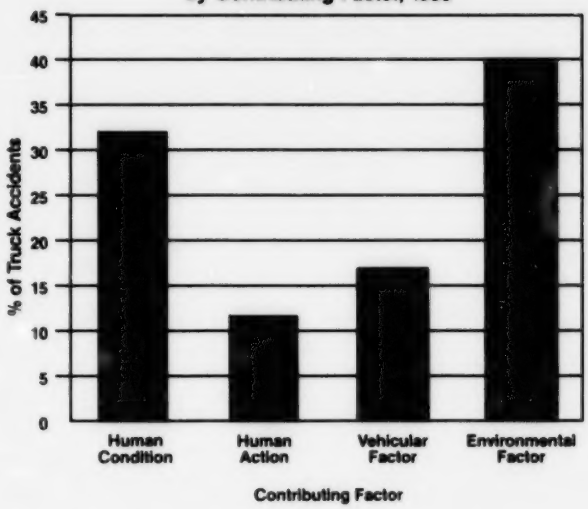
Saskatchewan Highways and Transportation and Transport Canada jointly implemented a project to develop an improved understanding of truck related accidents in Saskatchewan. The information presented herein are highlights of the study, "The Safety Experience of Large Trucks in Saskatchewan" which was conducted in 1986 by the Transportation Centre at the University of Saskatchewan in association with the consulting firm of Clayton, Sparks & Associates Ltd. of Saskatoon.

Total Number of Reported Semi-truck Accidents by Severity and Location, 1985

Severity	Urban Area	Rural Area	Total
Property Damage	328	426	754
Injury	51	124	175
Fatality	2	16	18
Total	**381**	**566**	**947**

NOTE: Rural area includes rural roads, provincial highways and other rural locations.

Figure 13.1
% of Semi Trailer Truck Accidents by Contributing Factor, 1985



Highlights of Truck Accidents in Saskatchewan

Large trucks operating in Saskatchewan were involved in 947 accidents in 1985 (2.9% of all accidents).

Vehicle type and configuration played a much less important role in the overall accident experience of large trucks than generally perceived by the motoring public.

Large trucks operating in Saskatchewan experienced about the same number of accidents per million kilometres of travel as the vehicle population as a whole (0.71 for trucks versus 0.90 for all vehicles).

The accident experience of large trucks operating on Saskatchewan provincial highways is approximately the same as large trucks operating on the interstate highway system in the United States (0.76 accidents per million vehicle kilometres for the United States versus 0.71 for Saskatchewan).

Double trailer combinations of trucks have experienced significantly less accidents per million vehicle kilometre of travel than single trailer units. Probable reasons are different levels of driver skill and road type, plus different overall age of equipment.

Total Number of Vehicles in Accidents 1985 to 1988

Vehicle	1985	1986	1987	1988
Cars & Half Tons	48,865	50,323	51,566	50,167
Others	5,300	5,283	5,462	5,661
Straight Trucks	993	890	846	825
Semi-Trailer Trucks	973	930	851	856
Total	**56,131**	**57,426**	**58,725**	**57,509**

Daytime Running Lights Reduce Accidents — A Two Year Fleet Experience in Saskatchewan

A study commissioned by SaskAuto reviewed the accident experience of 4,000 CVA (Government fleet) vehicles to determine the effect of automatic daytime running lights (DRLs) on accidents.

The information which was obtained from TAIS, revealed a twenty-five percent drop in daytime, multi-vehicle accidents such as head-on and angular collisions in the two years that the CVA fleet was equipped with DRLs. This study compared the accident rate in the period 1980 to 1985 to the accident rate in 1986 and 1987 for the CVA vehicles equipped with automatic DRLs.

The Saskatchewan Young Driver Problem

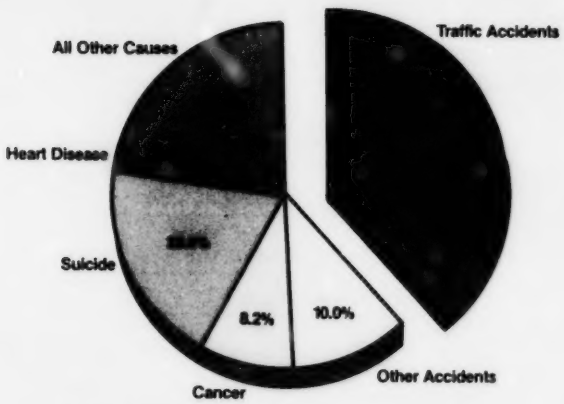
Motor vehicle accidents are the leading cause of death for young people in Saskatchewan. Although 16-20 year olds represent only 8.0% of the provincial population and 9.9% of licenced drivers, in 1987, 48 16-20 year olds were killed (20.3% of total fatalities) and a further 2,175 were injured (23.8% of total injuries) in traffic accidents.

In 1987, 18.6% of drivers involved in fatal traffic accidents were between the ages of 16 and 20 inclusive. This age group also accounted for 23.6% and 23.1% of drivers involved in injury and property damage accidents respectively.

These young driver problems result from inexperience, inadequate driving skills, poor judgment, over-confidence and an inclination to take risks.

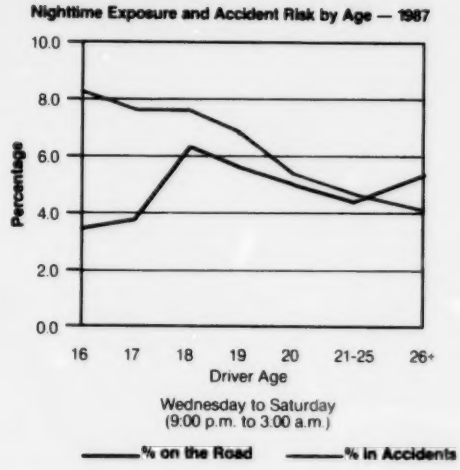
When amount of driving is considered, young male and female accident and conviction rates are comparable.

Figure 14.1
Causes of Death in Saskatchewan
Ages 15 to 24, 1985



Source: Saskatchewan Vital Statistics

Figure 14.2
Nighttime Driving



Young drivers are far more likely than older drivers to be driving at night and, even after considering the extent to which they drive at night, are far more likely to be involved in nighttime accidents.

17-20 year old drivers are more likely than older drivers to have a blood alcohol content (BAC) of more than .06, and due to inexperience with both drinking and driving, are far more likely to be involved in accidents involving alcohol.

Figure 14.3
Drinking and Driving

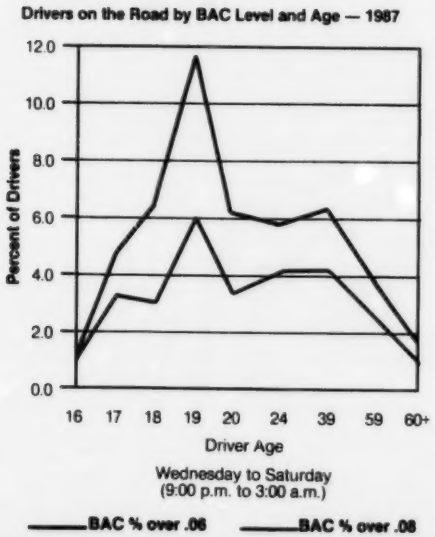
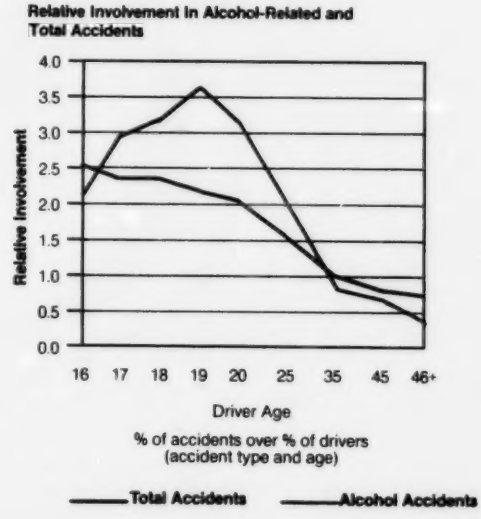


Figure 14.4
Drinking and Driving



Section 15

INFORMATION ABOUT OTHER PROVINCES

Motor vehicle accidents take their toll, not only in Saskatchewan, but across Canada. It is difficult to make direct comparisons because there are many variables.

These tables provide a national overview of fatalities and seat belt usage. The information is made available by Transport Canada.

1988 Fatality Statistics by Province and Month

	1988 Preliminary Fatality Statistics											% Change	
	J.	F.	M.	A.	M.	J.	J.	A.	S.	Cumulative Total	Annual Projection	Last Year	Last 3 Years
Nfld.	1	6	4	4	2	3	8	8	5	41	51	- 8.9	-19.1
P.E.I.	0	1	1	1	2	1	0	1	4	11	15	-15.4	-45.9
N.S.	9	5	12	6	14	14	14	20	18	112	153	- 1.8	2.1
N.B.	11	2	8	16	12	17	10	15	17	108	146	9.1	3.5
Que.	89	50	58	61	81	112	137	107	98	793	1,071	- 0.5	- 9.5
Ont.	80	72	74	64	96	98	145	151	126	906	1,222	- 0.7	4.1
Man.	5	5	6	10	14	14	16	17	16	103	132	-22.6	-15.3
Sask.	11	11	11	16	17	22	22	25	12	147	191	-16.0	-17.4
Alta.	19	22	38	40	26	39	57	49	48	338	445	-10.6	-14.7
B.C.	41	31	45	48	46	65	69	69	48	462	631	0.0	11.1
Yukon	0	3	0	2	0	0	0	2	1	8	12	-11.1	4.3
N.W.T.	0	0	0	0	1	1	1	0	0	3	3	-62.5	-71.9
Canada	266	208	257	268	311	386	479	464	393	3,032	4,073	- 5.0	- 4.0

1988 Fatalities by Road User Class and Month of Occurrence

Month	Driver	Passenger	Pedestrian	Bicyclist	Motorcyclist	Not Stated	Total
Jan.	136	74	47	0	0	9	266
Feb.	107	53	42	2	1	3	208
Mar.	123	74	41	7	4	8	257
April	130	69	39	8	18	4	268
May	161	67	32	13	36	2	311
June	197	82	33	24	44	6	386
July	218	137	47	10	56	11	479
Aug.	211	111	52	28	52	10	464
Sept.	151	126	56	20	30	10	393
Total	1,434	793	389	112	241	63	3,032

1981-1988 Seat Belt Use in Canada by Province

The survey observed drivers who were wearing shoulder belts. These estimates would approximate the use of seat belts by occupants.

% of Drivers Wearing Shoulder Belts in Cars Equipped with Shoulder Belts

Province	1981	1982	1983	1984	1985	1986	1987	1988
Newfoundland	8.6	67.8	75.9	69.7	65.5	61.4	64.6	72.4
Prince Edward Island	3.4	7.2	5.6	9.3	17.9	13.7	50.0	82.0
Nova Scotia	11.4	8.7	12.1	20.2	80.8	79.8	68.6	73.4
New Brunswick	8.1	4.2	66.5	60.2	63.4	66.5	65.0	67.6
Quebec	40.7	67.5	60.4	54.3	53.4	67.7	85.8	81.5
Ontario	52.5	48.9	60.1	61.9	66.4	65.9	67.6	70.3
Manitoba	6.4	7.0	11.1	61.6	53.6	61.3	64.6	66.0
Saskatchewan	50.5	48.4	54.0	49.6	51.1	59.7	71.9	81.0
Alberta	11.0	17.1	18.2	19.8	24.4	27.8	74.3	82.5
British Columbia	42.4	53.0	67.4	72.7	73.8	78.3	80.4	79.8
Canada	38.1	45.6	52.0	54.9	58.4	63.2	74.0	75.8

Cars equipped with shoulder belts:

1981 = 97.4%
1982 = 96.8%
1983 = 96.8%
1984 = 98.0%
1985 = 97.9%
1986 = 98.7%
1987 = 98.7%
1988 = 98.6%

SASKATCHEWAN TRAFFIC ACCIDENT TRENDS

Accident Category	1987	1988	% of Total	Change	% Change
Total Accidents	34,233	34,025		-208	- 0.6
Personal Injury Accidents	6,156	5,975		-181	- 2.9
Fatal Accidents	193	160		- 33	-17.1
Victims					
No. of Injuries	9,135	8,740		-395	- 4.3
No. of Deaths	236	200		- 36	-15.3
Provincial Highways					
No. of Accidents	5,150	5,370	15.8	+220	+ 4.3
No. of Injuries	1,888	1,782	20.4	-106	- 5.6
No. of Deaths	119	110	5.5	- 9	- 7.6
Urban Streets					
No. of Accidents	24,341	23,918	70.3	-423	- 1.7
No. of Injuries	5,590	5,312	60.8	-278	- 5.0
No. of Deaths	52	38	19.0	- 14	-26.9
Rural Roads					
No. of Accidents	4,180	4,157	12.2	- 23	- 0.6
No. of Injuries	1,380	1,412	16.2	+ 32	+ 2.3
No. of Deaths	49	40	20.0	- 9	-18.4
Other Locations					
No. of Accidents	562	580	1.7	+ 18	+ 3.2
No. of Injuries	277	234	2.7	- 43	-15.5
No. of Deaths	16	12	6.0	- 4	-25.0
Motorcycles					
No. of Accidents	438	361	1.1	- 77	-17.6
No. of Injuries	319	241	2.8	- 78	-24.5
No. of Deaths	9	3	1.5	- 6	-66.7
Bicyclists					
No. of Injuries	290	267		- 23	- 7.9
No. of Deaths	5	2		- 3	-60.0
Pedestrians					
No. of Injuries	482	455	5.2	- 27	- 5.6
No. of Deaths	36	20	10.0	- 16	-44.4
School Buses					
No. of Accidents	85	98		+ 13	+15.3
No. of Injuries	55	29		- 26	-47.3
No. of Deaths	0	1		+ 1	N/A
Seat Belt Use					
No. of Vehicle occupants injured with belts	4,556	5,192		+636	+14.0
No. of Vehicle occupants killed with belts	52	51		- 1	- 1.9
No. of Vehicle occupants injured without belts	2,510	1,782		-728	-29.0
No. of Vehicle occupants killed without belts	96	93		- 3	- 3.1
Alcohol Involvement					
No. of Accidents	3,036	2,652	7.8	-384	-12.6
No. of Injury Accidents	995	892	14.9	-103	-10.4
No. of Fatal Accidents	94	66	41.3	- 28	-29.8
No. of Fatalities	123	84	42.0	- 39	-31.7